2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

46

Isle of Wight County Town of Smithfield Town of Windsor

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Isle o	f Wight	Maintena	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Isle of Wight County				From:					i							
10	4.12	7100	G	93%	1%	1%	County Lir 1%	4%	0%	F	0.095	F	0.555	7100	G	2003
10	2.96	6800	G	94%	Ві 1%	2%	West Of Sn 1% L Smithfield	3%	0%	С	0.099	F	0.549	6800	G	2003
Town of Smithfield						110.	3 0									
(10)	0.78	10000	G	94%	1%	NCI 2%	L Smithfield	3%	0%	F	0.086	F	0.581	10000	G	2003
(10)	2.30	16000	G	From: 92%	1%	JS 258 So 3%	outh Of Smi 1%	thfield 3%	0%	С	0.092	F	0.509	16000	G	2003
<u> </u>				To- From:		us SR 10	East Of Sm	ithfield								
10) (258)	0.31	27000	G	91%	1%	3% ECI	3% Smithfield	3%	0%	F	0.088	F	0.508	28000	G	2003
10 (258)	0.65	25000	G	91% To:	1%	3%	3% Smithfield	3%	0%	F	0.087	F	0.546	25000	G	2003
Isle of Wight County																
10 (258)	1.00	25000	N	91%	1%	3%	Smithfield 3%	3%	0%	N	0.087	N	0.546	25000	N	2003
10	4.15	11000	G	From: 92%	S (3%	SR 32 Benns 1% CL Suffolk	Church 4%	0%	С	0.09	F	0.642	11000	G	2003
Town of Smithfield				<u> </u>		11(JUIIUIK									
Bus Bus South Church Str	0.85	16000	G	97%	0%	2%	SR 10 0%	1%	0%	F	0.09	F	0.534	16000	G	2003
Bus Bus 10) 258 South Church Str	0.79	14000	G	From: 97%	0%	Batt	ery Park Ro	1%	0%	С	0.087	F	0.563	14000	G	2003
Bus Bus				From:			d Point Dr		}							
10 258 Main Street	0.79	15000	G	97% To:	0%		0% 258 Smitht		0%	F	0.092	F	0.568	15000	G	2003
North Church St	0.85	11000	G	97%	0%	1%	S 258 Main 0%	0%	0%	С	0.098	F	0.617	11000	G	2003
Bus 10 North Church St	0.43	5100	G	96% To:	1%	1%	rry Hill Rd 2% L Smithfield	0%	0%	С	0.097	F	0.527	5100	G	2003
I-lf.W:-l-4 C				<u> </u>		INCI	_ Simumeic		I							
Isle of Wight County Bus	0.76	4700	G	From: 96%	1%	NCI 2%	L Smithfield	1%	0%	F	0.096	F	0.550	4700	G	2003
Bus Bus				From:			46-674									
10)	2.16	2000	G	96% To:	1%	2% SR 10 W	0% Test of Smit	1% nfield	0%	С	0.101	F	0.549	2000	G	2003
~~ · · · · · ·				From:			CL Suffolk							,		
(17) Carrolton Blvd	2.43	12000	G	96%	0%	1% US 258	2% SR 32 Bar	2%	0%	F	0.085	F	0.504	13000	G	2003
(17) Carrolton Blvd	2.17	26000	Α	96%	0%	1%	2%	2%	0%	С	0.112	Α	0.670	28000	Α	2003
17)	4.64	27000	G	96% To:	0%	1% SCL N	F-807 2% Newport Ne	2% ws	0%	F	0.083	F	0.616	28000	G	2003
				From:			CL Suffolk									
32 10	4.15	11000	G	92%	1% S	3%	1% 258 Benns	4% Church	0%	С	0.09	F	0.642	11000	G	2003
32 258	2.85	23000	G	91%	1%	3%	3%	3%	0%	С	0.088	F	0.612	23000	G	2003
32 17 Carrolton Blvd	2.17	26000	Α	96% To:	0%	US 258 1%	, US 17 Bar 2% F-807	2%	0%	С	0.112	Α	0.670	28000	Α	2003
-				****			r-8U/									

					ISIC C	n vvigni	iviali ilei i	ance Are	ta							
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			OC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Isle of Wight County				From:			F-807									
32 (17)	4.64	27000	G	96%	0%	1%	2% ewport Ne	2% ws	0%	F	0.083	F	0.616	28000	G	2003
Bus				From:		Southamp	ton County	y Line	1							
58	1.54	9200	G	97%	1%	1%	0% US 258	1%	0%	F	0.079	F	0.503	9200	G	2003
Bus (58)	5.11	3400	G	93% To:	1%	3%	1%	2%	0%	С	0.086	F	0.515	3400	G	2003
				From:			L Suffolk									
258 58 58	1.54	9200	G	97%	1%	1%	ton County 0%	1%	0%	F	0.079	F	0.503	9200	G	2003
~ ~				To: From:			E US 58 S 58 Bus									
258	6.79	4000	G	87%	1%	2%	1%	9%	0%	F	0.079	F	0.538	4000	G	2003
258	5.85	5200	G	From: 87%	1%	2%	7 46-641 1%	9%	0%	С	0.087	F	0.669	5200	G	2003
T						wC	L Windsor									
Town of Windsor				From:		WC	L Windsor									
258	0.19	4700	G	87%	1%	2%	1%	9%	0%	F	0.078	F	0.555	4800	G	2003
(258)	0.25	5400	G	92%	1%	2%	US 460 1%	5%	0%	F	0.076	F	0.599	5400	G	2003
				To:	. , ,		L Windsor			-						
Isle of Wight County																
~~~	7.40	4700	_	From:	40/		L Windsor	F0/	00/	_	0.004	_	0.000	4700		2000
258	7.49	4700	G	92%	1%	2%	1%	5%	0%	F	0.091	F	0.668	4700	G	2003
(COO)	5.68	5500	G	From: 92%	1%	46-63 <b>2</b> %	37 Orbit Ro 1%	5%	0%	С	0.090	F	0.589	5500	G	2003
258	5.00	5500	G	92 70 To:			v WCL Sm		076	C	0.090	Г	0.569	5500	G	2003
Town of Smithfield				J.		. , . , . , . , . ,										
~~~				From:			w WCL Sm	ithfield								
258	0.27	11000	G	94%	1%	2%	1%	3%	0%	С	0.094	F	0.618	11000	G	2003
~~~~~·	0.70	4 4000		From:	40/		CL Smithfi		00/		0.00		0.500	1.1000		0000
258 Main Street	0.76	14000	G	93% To:	1%	2%	1% 10 Bypass	2%	0%	С	0.09	F	0.538	14000	G	2003
				From:			th of Smit	hfield								
258 10	2.30	16000	G	92%	1%	3%	1%	3%	0%	С	0.092	F	0.509	16000	G	2003
~ ~				To: From:			East of Sm s E of Smit									
258	0.31	27000	G	91%	1%	3%	3%	3%	0%	F	0.088	F	0.508	28000	G	2003
(258)	0.65	25000	G	From: 91%	1%	3%	CL Smithfie	3%	0%	F	0.087	F	0.546	25000	G	2003
				To:		New So	CL Smithfi	eld								
Isle of Wight County				From:		New So	CL Smithfi	ield	I							
258	1.00	25000	N	91%	1%	3%	3%	3%	0%	N	0.087	N	0.546	25000	N	2003
(250)	2.85	23000	G	91%	1%	R 10 & SF 3%	32 Benns 3%	Church 3%	0%	С	0.088	F	0.612	23000	G	2003
[258]	2.00	2000	3	9 1 70 To:	1 /0		SR 32 Ba		0 /0	C	0.000	-	0.012	23000	3	2003
258 17 Carrolton Blvd	2.17	26000	Α	From: 96%	0%		SR 32 Bar 2%		0%	С	0.112	Α	0.670	28000	Α	2003
<del></del>				To: From:			F-807									
258 17	4.64	27000	G	96%	0%	1% SCL N	2% ewport Ne	2% ws	0%	F	0.083	F	0.616	28000	G	2003
Town of Smithfield																
Bus	0.00	0000	_	From:	001		10 Bypass	401	001	_	0.000	_	0.550	0000		0000
258 Main Street	0.20	9900	G	97% To:	0%	2% Gra	0% ace Street	1%	0%	F	0.092	F	0.558	9900	G	2003

Case						isie d	of Wight M	aintena	ince Are	ea							
See   Case Street	Route	Length	AADT	QA	4Tire	Bus	2Axle 3		•	2Trail	QC		QK		AAWDT	QW	Year
Main Street	Town of Smithfield																
Carl Street   0.34   6100   G   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67%   67				_					40/	201	_		_			_	
Sept	258 Main Street	0.10	7000	G	97%	0%	2%	0%	1%	0%	F	0.093	F	0.507	7100	G	2003
Second   S					To:		Cary	Street									
Chards Street   Chards Stree	Bus Main Street	0.24	6400	_		00/	20/	00/	10/	00/	_	0.005	_	0.606	6200	0	2002
Separate   0.79	258 Main Street	0.34	6100	G	9170	0%	<b>2</b> %	0%	170	0%	Г	0.095	Г	0.000	6200	G	2003
See	Puo				To: From:		Churcl	h Street		-							
Bus   South Church Street   0.79   14000   G   97%   0%   2%   0%   1%   0%   C   0.087   F   0.563   14000   G   2000		0.70	15000	G		00/	20/	00/	10/	00/	_	0.002	_	0 560	15000	C	2002
See   South Church Street   0.79	258 Wall Street	0.79	13000	G	91 /0	0 70	2 /0	0 76	1 /0	0 /0		0.092		0.500	13000	G	2000
258   South Church Street   0.79   14000   G   97%   0%   2%   0%   1%   0%   C   0.087   F   0.563   14000   G   2000	Pue				From:		Red Po	int Drive		-							
Ballery Park Road   Security	~~	0.70	1/1000	G	07%	0%	2%	0%	1%	0%	C	0.087	F	0.563	14000	G	2003
Second Church Street   0.85   16000   G   97%   0%   2%   0%   1%   0%   F   0.09   F   0.534   16000   G   2000	258 Godan Gridien Grider	0.70	14000	Ŭ	01 70	0 70	270	0 70	170	070		0.007	•	0.000	14000	O	2000
See   South Church Street   0.85   16000   G   97%   07%   27%   07%   17%   07%   F   0.09   F   0.534   16000   G   200	Rus				From:		Battery I	Park Road	d								
SR 10 Bypess   SR 10 Bypess   SR 10 Bypess   SR 10 Bypess   SR 258   Srace St		0.85	16000	G	97%	0%	2%	0%	1%	0%	F	0.09	F	0.534	16000	G	2003
ALT 258 Grace St	238)			-							-		-			_	
September   County					E												
Carry St		0.44	2000	_		40/			40/	00/	^	0.00-	_	0.000	2000	_	0000
Column   C	258 Grace St	0.14	3 <b>2</b> 00	G	90%	1%	3%	U%	170	υ%	Ü	0.097	۲	U.033	3200	G	2003
See of Wight County	ALT.				To: From:		Car	ry St									
North Church St   North Church St	<b>)</b>	U 34	3000	G		O0/-	20/2	0%	0%	0%	$\sim$	0.004	F	0 724	3000	G	2002
Sect	258 01000 31	0.34	5000	G		U 70			U /0	J /0	C	0.094	L.	0.724	3000	J	2000
NCL Surfolk					1		north C	nuren St									
1.38   3700   G   55%   1%   2%   3%   40%   0%   C   0.091   F   0.68   3700   G   2001	sle of Wight County							a aa ::		-							
1.43   NA				_		10/			100/	201	_		_			_	
1.43   NA	260 <i>)</i>	1.38	3700	G		1%			40%	0%	C	0.091	F	0.68	3700	G	2003
1.43 NA   1999   1.43 NA   1999   1.44 NA   1999   1.45 NA   1.4									ar.								
Southampton County Line   WCL Windsor   WCL Windso		4.40			From:		46-656 RT	CHANG	jΕ			N.1.A			NIA		
Southampton County Line	260 <i>)</i>	1.43	NA							1		NA			NA		
1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000					10.		US 258	C4US 58	3								
WCL Windsor					From:		Southamptor	n County	Line								
WCL Windsor	460	6.10	10000	G	79%	1%	2%	1%	17%	0%	F	0.072	F	0.509	9400	G	2003
WCL Windsor					To:		WCL V	Windsor									
WCL Windsor	Town of Windson				<del></del>					<u>.</u>							
100	town of Willuson				From:		WCL V	Windsor									
Second Heat	460	0.07	10000	G	79%	1%			17%	0%	F	0.072	F	0.509	9400	G	2003
1400   0.45   14000   G   79%   1%   2%   1%   17%   0%   F   0.080   F   0.566   13000   G   2000	400	0.0.				. , ,			,		·	0.0	•	0.000	0.00	•	
100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	~~	_											_			_	
100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	460 \	0.45	14000	G	79%	1%	2%	1%	17%	0%	F	0.080	F	0.566	13000	G	2003
100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	~				To		46-	-610		1							
Size of Wight County   From	460	0.74	14000	N		1%			17%	0%	N	0.08	N	0.582	13000	N	2003
Sile of Wight County   From     ECL Windsor	460)	•		•••		.,,			,			0.00	• •	0.002			
Add							202 (			<u>I</u>							
A60   2.59   14000   G   79%   1%   2%   17%   17%   0%   F   0.08   F   0.582   13000   G   2003	sle of Wight County				From:		ECL	Vinda									
WCL Suffolk	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	2.50	14000	c		10/			170/	00/	_	0.00	F	0 500	12000	G	2002
From   US 460 Windsor Blvd   NA   NA   1998	460	2.39	14000	G		1 70			17 70	U 70	Γ.	0.00	٢	0.002	13000	G	2003
NA NA 1998   NA NA NA 1998   NA NA NA NA 1998   NA																	
To   46-603 E; Shiloh Dr   46-603 W; Shiloh Dr   MA   NA   1998   MA   MA   MA   1998   MA   MA   1998   MA   MA   1998   MA   MA   MA   1998   MA   MA   MA   1998   MA   MA   MA   1998   MA   MA   MA   MA   MA   MA   MA   M				_	From:		US 460 W	indsor Bl	lvd								
MA	600) Lovers Lane	0.60	320	R								NA			NA		1999
Deer Path Trail   1.40   180   R																	
To   46-606 E; Five Forks Rd   From:   46-606 W; Five Forks Rd     MA   NA   1998     Ma   MA   MA   Ma   Ma   Ma   Ma   Ma   Ma	<u> </u>			_	From:		46-603 W	; Shiloh l	Dr								
Solution	600) Deer Path Trail	1.40	180	R								NA			NA		1999
Solution							46-606 E; F	ive Fork	s Rd								
To	Div. 5:1 T "	0.40		_	From:		46-606 W; I	Five Fork	s Kd								100-
Blue Ridge Trail 0.89 <b>70</b> R NA NA 1998    Solution   S	900) Rine Kidde I tall	2.10	90	K								NA			NA		1999
Solution					To:		46-700 B	raswell [	)r								
To	Blue Ridge Trail	0.89	70	R	riom:							NA			NA		1999
Blue Ridge Trail 0.41 <b>50</b> R	500		-		T		0										
To: 46-637 S; Orbit Rd From: 46-637 N; Orbit Rd 600) Woodland Dr 3.20 <b>210 G</b> 94% 2% 3% 0% 1% 0% C 0.111 F 0.708 220 G 2003	O 81 - 511 - 511			_	From:		0.89 MI	E 46-700							***		
From: 46-637 N; Orbit Rd 600) Woodland Dr 3.20 <b>210 G</b> 94% 2% 3% 0% 1% 0% C 0.111 F 0.708 220 G 2003	600) Blue Ridge Trail	0.41	50	R	_							NA			NA		1999
600) Woodland Dr 3.20 <b>210 G</b> 94% 2% 3% 0% 1% 0% C 0.111 F 0.708 220 G 2003																	
	○ <u>-</u>			_							_		_			_	
To: 46-654 N; Carroll Bridge Rd	(600) Woodland Dr	3.20	210	G						0%	С	0.111	F	0.708	220	G	2003
					To:	4	6-654 N; Ca	ırroll Bric	lge Rd								

					Isle of Wight Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Isle of Wight County												
(600) Woodland Dr	1.90	260	R	From:	46-654 N; Carroll Bridge Rd		NA			NA		1999
				To:	46-602 N; Longview Dr							
600) Oliver Dr	0.82	690	R		46-602 S; Longview Dr		NA			NA		1999
				To: From:	46-1430 Holloway Dr							
600) Oliver Dr	0.65	820	R	т	00 40 W.G. Q. M.U		NA			NA		1999
				10:	SR 10 WCL Suffolk							
601) Sandy Ridge Rd	1.20	20	R	From:	46-654 Quaker Rd		NA			NA		1999
Sandy Pidgo Dr	0.60	90	R	To: From:	46-602 Longview Dr		NA			NA		1999
601) Sandy Ridge Dr	0.60	90	K	To:	WCL Suffolk		INA			INA		1999
				From:	WCL Suffolk							
602) Longview Dr	3.70	310	G	94%	4% 2% 0% 0% 0%	F	0.157	F	0.782	310	G	2003
				To: From:	46-600 S; Oliver Dr							
602) Longview Dr	2.40	550	G	94%	4% 2% 0% 0% 0%	С	0.113	F	0.684	550	G	2003
<u> </u>				To:	46-644 Bowling Green Rd							
O			_	From:	Southampton County Line			_			_	
603) Blackwater Rd	3.49	840	G	96% To:	0% 2% 0% 1% 0%	F	0.112	F	0.670	840	G	2003
				From:	46-641 W; Barrett Town Rd 46-641 W; Barrett Town Rd							
603) Blackwater Rd	3.03	1200	G	96%	0% 2% 0% 1% 0%	С	0.098	F	0.644	1200	G	2003
				To:	US 258 Walters Hwy							
603) Blackwater Road West	0.08	830	G	94%	1% 3% 0% 2% 0%	F	0.12	F	0.628	830	G	2003
				To:	WCL Windsor							
Town of Windsor												
	0.44	2300	G	94%	WCL Windsor OLD  1% 3% 0% 2% 0%	С	0.106	_	0.770	2200	G	2003
603)	0.41	2300	G	94 70	176 376 076 276 076	C	0.100	F	0.779	2300	G	2003
$\bigcirc$	0.50	2600		From:	US 460 Windsor Blvd  1% 3% 0% 0% 0%	г	0.120	F	0.610	2600	G	2002
603	0.50	2600	G	95% To:	1% 3% 0% 0% 0% 46-1805 Roberts Ave	F	0.139	Г	0.619	2600	G	2003
				From:	46-1805							
603) Church St	0.14	1700	G	95%	1% 3% 0% 0% 0%	F	0.102	F	0.541	1700	G	2003
				To:	ECL Windsor							
sle of Wight County				From:	ECL Windsor							
603) Shiloh Dr	2.91	1100	G	95%	1% 3% 0% 0% 0%	С	0.117	F	0.543	1100	G	2003
003) 31			•	To:	46-606 W Five Forks Rd		••••	•	0.0.0		•	
O				From:	46-606 E Five Forks Rd			_				
603 Everets Rd	2.14	1000	G	95%	1% 3% 0% 0% 0%	F	0.129	F	0.681	1000	G	2003
O 5 5 !	c ==	4		From:	46-605 Murphy Mill Rd		0.155	_				6655
603 Everets Rd	0.57	1100	G	95% To:	1% 3% 0% 0% 0%	F	0.122	F	0.7	1100	G	2003
					WCL Suffolk							
604) Riddick Rd	1 26	200	ь	From:	WCL Suffolk		NA			NA		1000
604) Riddick Rd	1.26	200	R	_			NA			INA		1999
Piddiok Pd	0.04	240		From:	46-660 Lankford Lane		NIA			NIA		1000
604) Riddick Rd	0.04	340	R	To:	SR 10; SR 32 Benns Church Rd		NA			NA		1999
				From:	US 258 Courthouse Rd							
605) Iron Mine Springs Rd	0.03	30	R		US 236 Courthouse Rd		NA			NA		1999
ood springer to	2.30			Te	0.04 ME 1/2.259							.500
605) Iron Mine Springs Rd	3.51	100	R	From:	0.04 ME US 258		NA			NA		1999
605 Iron Mine Springs Rd	0.01	100	11	To	46-637 N; Orbit Rd		11/7			INA		1000
				From:	46-637 S; Orbit Rd							
605) Murphy Mill Rd	3.00	480	R				NA			NA		1999
				To-	46-603 Everets Rd							

					Isle c	f Wight	Mainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle	TrıTrı 3+Axle		2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Isle of Wight County				From:	16 62	9 Cut The	u Rd & Cl	vdasdala l	Dr.							
606) Cut Thru Rd	0.80	560	R	<u> </u>	40-03	o Cut Tilli	u Ku & Ci	yuesuale	Л		NA			NA		02/20/2002
606) Five Forks Rd	3.80	450	R	From:		US 258 C	Courthouse	Hwy			NA			NA	-	02/20/2002
606) Five Forks Rd	0.00			To:		46-603	W; Shiloh	Dr			1471			147 (		02/20/2002
606) Five Forks Rd	0.27	1600	G	94%	1%	3%	0%	2%	0%	С	0.113	F	0.651	1600	G	2003
606) Five Forks Rd	0.90	400	R	From:		46-60	3 E; 46-63	37			NA			NA		1999
(000) - 110 - 6110 - 140	0.00			To:		WC	L Suffolk									
				From:		WC	L Suffolk									
(607)	1.00	270	R	To:			46-636			1	NA			NA		1999
				From:			L Suffolk									
608) Tyler Dr	1.30	170	R								NA			NA		1999
(608) Tyler Dr	1.10	160	R	From:		46-635	Dunston	Dr			NA			NA		02/20/2002
1,131 51	1.10			To:		46-636 (	Old Suffoll	k Rd			11/7			14/3		52,20,2002
				From:		WC	L Suffolk									
609 Knoxville Rd	1.00	250	R								NA			NA		1999
				From:		46-610	Buckhorn	Dr								
(609) Knoxville Rd	2.50	140	R								NA			NA		02/20/2002
(Nova illa Dd	2.00	460		From:		US 258	Walters H	Iwy			NIA			NIA		02/20/200
(609) Knoxville Rd	2.00	160	R	To:		46-603	Blackwater	r Rd			NA			NA		02/20/2002
				From:			L Suffolk	114								
(610) Buckhorn Dr	0.74	390	G	94%	1%	5%	0%	1%	0%	F	0.101	F	0.506	390	G	2003
				To: From:		46-68	7 Parsons I	Dr								
610) Buckhorn Dr	0.60	490	G	94%	1%	5%	0%	1%	0%	F	0.106	F	0.577	490	G	2003
				To: From:		46-60	9 Sunset I	Or								
(610) Buckhorn Dr	1.64	530	G	94%	1%	5%	0%	1%	0%	F	0.097	F	0.558	530	G	2003
<u> </u>				From:			Dunston									
610 Buckhorn Dr	1.00	580	G	94% To:	1%	5%	0% Windsor O	1%	0%	С	0.093	F	0.509	580	G	2003
Town of Windsor						BCL	W IIIGSOI O	Id								
				From:			Windsor O									
(610) Court Street	0.24	1000	G	94%	1%	5%	0%	1%	0%	F	0.09	F	0.514	1000	G	2003
				From:			Vest; N &		20/			_				
610 Court Street	0.07	1100	G	94%	1%	5%	0%	1%	0%	F	0.087	F	0.571	1100	G	2003
610 Court Street North	0.55	820	R	From:		US 460	Windsor E	Blvd			NA			NA		1999
(610) Court Street North	0.55	020	IX.	To:		NCI	L Windsor				INA			INA		1999
Isle of Wight County																
<u> </u>				From:		NCI	L Windsor									
610 Court Street North	0.53	820	N	To:		110 250 (	Courthouse	Llynz		1	NA			NA		1999
				From:			ton County									
(611) Joyners Bridge Rd	2.39	330	R	<u> </u>		Бошингр	ton count	y Line		ļ	NA			NA		1999
				To: From:		US 258	Walters H	Iwy								
(611) Joyners Bridge Rd	2.77	240	R	r rom.				*			NA			NA		02/20/2002
$\frac{\circ}{\circ}$				To: From:		46-641	Colosse I	Rd								
(611) Joyners Bridge Rd	1.70	260	R								NA			NA		02/20/2002
				From:		46-612	Freeman	Dr								
611) Joyners Bridge Rd	2.98	230	R	Te		46.622	OLINE C	D.I.		1	NA			NA		02/20/2002
				To:		46-632 (	Old Myrtle	: Kd								

					isie	or wright mainten	ance An	еа							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			(.)(:	K Factor	QK	Dir Factor	AAWDT	QW	Year
Isle of Wight County				F				-							
(10)	1.30	100	G	From: 88%	3%	WCL Suffolk 5% 1%	4%	0%	С	0.125	F	0.667	100	G	2003
612)	1.50	100	G	To:	370	46-632 EAST	7 70	0 70	C	0.123	'	0.007	100	U	2003
				From:		46-632 WEST									
612	4.20	500	R	To:		46 600 M .II	D 1			NA			NA		1999
				From:		46-609 Knoxville	Ku								
(613) See-Gar Dr	0.80	320	R	r tolli.		WCL Suffolk				NA			NA		1999
(613) 666 Gui Bi	0.00	020	•••	To:	Ţ	US 58 BUS; Carrsvil	le Hwy								1000
				From:		46-641 Colosse I	Rd								
(614) Ballard Rd	1.80	80	R							NA			NA		1999
				To: From:		US 258 E; Walters									
614) River Run Trail	2.20	240	R	r tolli.		US 258 W; Walters	Hwy			NA			NA		1999
614 Triver Train	2.20	240	1	To:		46-603 E; Blackwat	er Rd			IVA			14/3		1333
				From:		46-603 W; Blackwa									
(614) Thomas Woods Trail	5.55	240	R							NA			NA		1999
				To:		Southampton County	Line								
Landina Mill Del	2.00	250	_	From:		WCL Suffolk				NIA			NIA		4000
615) Jenkins Mill Rd	3.00	350	R							NA			NA		1999
O 5				From:		US 58 BUS; Carrsvil	e Hwy								00/00/000
615) Holly Run Dr	3.20	450	R	To:		LIC 250 Walton I		1		NA			NA		02/20/2002
				From:		US 258 Walters F	wy								
616) Less Mill Rd	2.32	900	R	r tolli.		WCL Suffolk				NA			NA		1999
(616) Less Mill Rd	2.02	300								IVA			14/3		1555
(616) Lees Mill Rd	0.35	1700	R	From:		46-1603 Carver l	Rd			NA			NA		1999
616) Lees Will Ru	0.33	1700	K	To:	U	JS 58 BUS W; Carrsv	lle Hwv			INA			INA		1999
				From:		JS 58 BUS E; Carrsv									
(616) Airport Dr	0.90	420	R							NA			NA		1999
				To:		Dead End									
	0.04	4000	_	From:		46-691									4000
617)	0.31	1200	R	To:		SR 260; 46-160	2			NA			NA		1999
				From:		46-1603	)								
(617)	0.12	1300	R							NA			NA		1999
				To:		Dead End									
$\sim$				From:		WCL SUFFOL	ζ								
(618) Wash Hole Rd	1.77	80	R							NA			NA		1999
				To: From:		1.78 MW OF W	CL	-							
(618) Wash Hole Rd	0.09	80	R	_						NA			NA		1999
				To:		SR 260									
O 5 . 1 # 5 !			_	From:		Southampton County	Line								4000
619 Burdette Rd	2.20	330	R	To:		US 258 S; Walters	I Ivva			NA			NA		1999
				From:		US 258 N; Walters									
(619) Stevens Dr	1.80	330	R							NA			NA		1999
				To:		46-641 Colosse l	Rd								
				From:		Southampton County									
(620) Broadwater Rd	3.10	1300	G	93%	0%	3% 1%	3%	0%	F	0.104	F	0.613	1400	G	2003
				To: From:		46-637 Central Hil									
(620) Foursquare Rd	2.14	1300	G	93%	0%	3% 1%	3%	0%	С	0.113	F	0.695	1300	G	2003
				To: From:		46-647 Tings R	1								
620) Foursquare Rd	1.51	1400	G	93%	0%	3% 1%	3%	0%	F	0.113	F	0.699	1400	G	2003
$\overline{}$				To: From:		46-652 S; Harry Wil									
620) Foursquare Rd	1.69	1900	G	93%	0%	46-652 S; Harry Wils 3% 1%	on Rd 3%	0%	F	0.110	F	0.672	1900	G	2003
(620) Foursquare Rd	1.00	.500	-	70 To:	<b>J</b> /0	46-680 Magnet 1		570	'	0.110	•	0.012	1000	J	2000
						10 000 iviagilet i									

					Isle o	of Wight	Mainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tr 3+Axle	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Isle of Wight County				. 1												
620 Foursquare Rd	1.59	2300	G	94%	1%	3%	0 Magnet 1%	1%	0%	С	0.101	F	0.686	2300	G	2003
620 Scotts Factory Rd	1.18	1400	G	96%	2%	1%	Courthouse 0%	0%	0%	С	0.087	F	0.534	1400	G	2003
620 Scotts Factory Rd	1.05	1700	G	96%	2%	1%	arroll Brid 0%	0%	0%	F	0.095	F	0.535	1700	G	2003
620 Scotts Factory Rd	1.51	1600	G	96% To:	2%	46-655 G 1% 6-644 W; I	O%  Bowling C	0%	0%	F	0.105	F	0.618	1600	G	2003
(620) Muddy Cross Rd	2.07	1500	R	From:			E; Turne				NA			NA		1999
620) Muddy Cross Rd	0.18	200	R	From:		2.08 ME	E 46-644 E	AST	}		NA			NA		1999
620) Tan Rd	1.70	120	R	From:		SR 10 Ber	nns Churc Lankford l		<u>-</u>		NA			NA		1999
(621) Old Blackwater/Proctors	2.64	250	G	From: 88%	7%		oton Count		0%	F	0.12	F	0.646	250	G	2003
621) Mill Swamp Rd	2.97	360	G	From: 88%	7%	4%	Jones Tow 0%	1%	0%	F	0.126	F	0.733	360	G	2003
621) Mill Swamp Rd	1.32	370	G	From: 88%	7%	46-680 St 4% 46-626 S;	allings Cro 0% Mill Swa	1%	0%	F	0.107	F	0.615	370	G	2003
621) Burwells Bay Rd	2.73	140	G	From: 88%		46-626 S; 4%			0%	С	0.112	F	0.529	140	G	2003
621) Burwells Bay Rd	3.15	280	G	From: 88%	7%	4%	Moonligh 0%	1%	0%	F	0.093	F	0.636	280	G	2003
(621) Burwells Bay Rd	0.36	360	R	From:			Old Stage 1 Dead End	Hwy	<u>_</u>		NA			NA		1999
622) Ramsey Rd	1.80	60	R	From:	14		attlesnake				NA			NA		1999
622) Sycamore Cross Dr	1.30	70	R	From:		6-621 S; I 6-621 N; I	Proctors B	ridge Rd			NA			NA		1999
(623) White Hill Trail	1.50	120	R	From:			County Li				NA			NA		1999
623) Green Level Rd	2.60	120	R	To: From:		46-621 W; 46-621 E;					NA			NA		1999
				To: From:	4	46-683 De D	ews Plantat Dead End	tion Rd								
(624)	0.02	20	R	From:			46-720				NA NA			NA NA		1999
624)	0.62	440	R	То:			SR 10				NA			NA		1999
625) Modest Neck Rd	3.55	80	R	From:	,		1 Raynor l				NA			NA		1999
(625) Pons Rd	1.30	80	R	From:		46-621 W; 46-621 E;	Mill Swa	mp Rd			NA			NA		1999
626) Jones Drive	1.10	280	R	From:			County Li				NA			NA		1999
(626) Jones Drive	1.10	200		To	4	16-621 N;	Burwells	Bay Rd	]		14/7			11/7		1000

					isie c	n vvigni	iviaintei	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tr : 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
sle of Wight County				P		16 681 0	1.571.0		i							
626) Mill Swamp Rd	2.59	720	G	97%	0%	2%	Mill Swa	0%	0%	F	0.105	F	0.675	720	G	2003
626) Mill Swamp Rd	1.17	1100	G	97%	0%	2%	Stallings C 0%	0%	0%	F	0.104	F	0.735	1100	G	2003
626) Mill Swamp Rd	3.30	1300	G	97% To:	0%	2%	0% Smithfiel	0%	0%	С	0.104	F	0.695	1300	G	2003
627) Moonlight Rd	2.80	260	R	From:			Mill Swan				NA			NA		1999
District Mill Del	0.40	0700		To: From:			County Li Fort Huge				NIA			NIA		1000
628) Burnt Mill Rd	0.40	2700	R	To: From:			County Li				NA			NA		1999
629 Dardens Mill Rd	0.90	60	R	To:			1 Colosse				NA			NA		1999
630) Beaverdam Rd	1.30	120	R	From:	J		S; Carrsvi				NA			NA		1999
630) Hunt Club Rd	2.80	130	R	From:			S; Walters S 258 MID				NA			NA		1999
630) Lawrence Dr	0.40	60	R	From:			Joyners B Joyners B				NA			NA		1999
630) Lawrence Dr	0.29	70	R	From:		0.40	ME 46-61	1	-		NA			NA		1999
630) Lawrence Dr	0.76	70	R	From:		0.70	ME 46-61	1	-		NA			NA		1999
630 Lawrence Dr	0.60	70	R	From:			laynards St		<u>_</u>		NA			NA		1999
631)	0.60	100	R	From:			oyners Brid				NA			NA		1999
632) Old Myrtle Rd	0.20	530	R	To: From:		46-641 (	46-630 Old Carrsvi	lle Rd			NA			NA		1999
632) Old Myrtle Rd	0.07	430	R	To: From:		46-1701	Old Carrsv	ille Rd			NA			NA		1999
632) Old Myrtle Rd	2.50	490	G	From: 94%	2%	0.07 2%	ME 46-17	1%	0%	F	0.107	F	0.544	490	G	2003
632) Old Myrtle Rd	3.00	150	G	To: From: 94%	2%	2%	E; Outlan	1%	0%	С	0.097	F	0.533	150	G	2003
633) Rhodes Dr	1.53	150	R	From:			CL Suffolk  1 Colosse				NA			NA		1999
	4.00	000	_	From:			Spivey Tov 33 Rhodes				<b>.</b>			A1A		4000
634) Little Norfolk Rd	1.23	230	R	To:			8 Walters I				NA			NA		1999
635 Dunston Drive	1.00	60	R	То:			08 Tyler I				NA			NA		1999
Town of Windsor																
636) Griffin Street West	0.05	610	R	From:			3 Bank Str				NA			NA		1999
Town of Windsor				То:		46-610	) Buckhorn 08 Tyler Γ	n Dr Or eet								

					IS	ie of Wight Mainte	enance Ar	rea							
Route	Length	AADT	QA	4Tire	e B	us 2Axle 3+Ax			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Windsor						2 0.00 0.70	uo iiiaii			1 40101		1 40101			
0.15	0.50	400	_	From:		46-610 Court St	South			NIA			NIA		4000
636) Griffin Street East	0.50	400	R	To:		SCL Winds	or			NA			NA		1999
Isle of Wight County				<u>I</u>		SCL Willus	501	<u>l</u>							
O	0.00	400		From:		SCL WINDS	SOR								1000
636) Old Suffolk Rd	0.30	430	R	To:		46 600 T. I	D	1	1	NA			NA		1999
(636) Old Suffolk Rd	1.70	250	R	From:		46-608 Tyler	Dr			NA			NA		1999
030)				To:		46-607 Old M	ill Rd								
(636) Old Suffolk Rd	0.10	410	R	From:		10 007 014 111	iii reu			NA			NA		1999
				To- From:		US 460 Windso	or Blvd								
636) Old Suffolk Rd	0.80	180	R							NA			NA		1999
0				To- From:		WCL Suffe	olk								
(636)	0.10	80	R	To:						NA			NA		1999
						46-690 Ennis N									
637) Orbit Rd	3.34	540	G	94%	. 2	46-603 Everet % 3% 0%		0%	F	0.108	F	0.624	540	G	2003
(637) Orbit Rd	0.04	0-10	Ü	70 To:				<u> </u>	'	0.100		0.024	340	O	2000
(637) Orbit Rd	1.99	270	G	94%	2	46-600 N; Wood		0%	С	0.135	F	0.697	270	G	2003
(037)				To:		46-644 E; Bowling									
(637) Orbit Rd	0.45	590	G	94%	2	2% 3% 0%		0%	F	0.107	F	0.713	590	G	2003
				To		46-644 W; Redh	ouse Rd	1							
637) Orbit Rd	1.09	290	G	94%	2	% 3% 0%		0%	F	0.114	F	0.742	290	G	2003
				To:		US 258 N; Courth									
(637) Central Hill Rd	2.43	940	G	95%	. 1	US 258 S; Courth		0%	С	0.105	F	0.7	940	G	2003
637 Ochtrai i illi i id	2.40	340	Ū	To:	'	66-650 Whispering		070		0.100		0.7	340	O	2000
<u> </u>				From:		46-650 Whispering			_						
637 Central Hill Rd	1.14	460	G	95%	1	% 2% 0%	2%	0%	F	0.107	F	0.594	460	G	2003
December of Balthaman Ta	0.05	240		From:		46-620 Broadwater		00/	_	0.405		0.500	0.40		0000
(637) Racetrack Rd/Jones To	3.25	340	G	95%		% 2% 0%		0%	F	0.105	F	0.522	340	G	2003
637 Jones Town Dr	2.14	140	G	From: 95%	1	46-646 Rattlesn % 2% 0%		0%	F	0.115	F	0.655	140	G	2003
(637) Jones Town Dr	2.14	140	G	93 76 To:	- 1	46-621 Mill Swa		076	F	0.115	г	0.000	140	G	2003
				From:		46-645 Yellow Ha		1							
(638) Mill Creek Dr	2.00	350	R	<u>.                                    </u>						NA			NA		1999
				To: From:		46-641 Barrett T	own Rd								
638) Mill Creek Dr	1.60	280	R	r toin:						NA			NA		02/20/2002
				To: From:		US 460 Windso	or Blvd								
638) Mill Creek Dr	1.10	420	R							NA			NA		02/20/2002
<u> </u>				From:		46-606 Cut Th	ru Rd								
(638) Clydesdale Dr	0.40	220	R							NA			NA		1999
O				To- From:		0.40 ME 46-	606								
638) Clydesdale Dr	0.42	120	R	To:		US 258 Courthou	од Цуул			NA			NA		1999
				From:				1							
(639) Ecella Rd	0.70	160	R			46-641 Barrett T	owii Kü			NA			NA		1999
	-			To		US 460 Windso	r Blvd								
(639) Winston Drive	1.30	150	R	From:		CD 100 Willusc	. 1114			NA			NA		1999
				To:		46-638 Cut Th	ru Rd								
O				From:		46-609 Knoxvi	lle Rd								
640 Willie Roberts Rd	1.40	50	R	To:		46 600 William	houta DJ			NA			NA		1999
				10.		46-689 Willie Ro	оенз ка								

					ISIC OI V	vigni iv	iaiiileiia	nce Are	<del>z</del> a							
Route	Length	AADT	QA	4Tire	Rus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Isle of Wight County				From:		WO	G CC 11		i							
(641) Harvest Dr/Old Carrsvill	2 13	260	R	r tolli.		WCL	Suffolk				NA			NA		1999
(641) Harvest Dr/Old Carrsvill	2.10	200		To	US 5	8 BUS E	Carrsvil	le Hwv			INA			INA		1000
				From:			; Carrsvil									
(641) Colosse Rd	2.40	300	R								NA			NA		1999
				To	16	611 Iovr	ners Bridg	a Dd	L							
641) Colosse Rd	2.19	230	R	From:	40	-011 J0yl	icis bridg	c Ru			NA			NA		02/20/200
(641) Colosse Rd	2.10	200	•								14/ (			1473		02/20/200/
	0.00	400	_	From:		46-633 ]	Rhodes D	r								00/00/000
(641) Colosse Rd	0.90	190	R	To:							NA			NA		02/20/200
				From:			Walters I Walters									
641) Bows & Arrows Rd	2.80	270	R		U.	3 236 W,	vv ancis	iiwy			NA			NA		1999
(641) Bows & Arrows Rd	2.00	0		To:	46.	-603 E: 1	Blackwate	r Rd			14/ (			1473		1000
				From:			Blackwate									
(641) Barrett Town Rd	2.90	280	R								NA			NA		1999
				To:	46-0	645 Yello	w Hamm	er Rd								
				From:	46-6	641 Bows	and Arro	ws Rd								
(642) Pear Tree Rd	0.70	45	R			7 11 BOWS	una i mo	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			NA			NA		1999
042)	• • • •			To:	4	16-603 Bl	ackwater	Rd								
				From:			ick Town		i							
643) Wood Duck Dr	0.80	150	R		4	10-048 Du	ick Town	Ku			NA			NA		1999
(643) Wood Duck Dr	0.00	100	- 1	To:	Δ	16-603 BI	ackwater	Rd			INA			INA		1000
					7			Ku								
7 mi Oimi	0.45	400	_	From:		US 46	0 WEST				N1.0			NIA		4000
(644) Zuni Circle	0.45	430	R	т		****					NA			NA		1999
<u> </u>				To: From:			0 EAST									
644) Fire Tower Rd	2.07	460	G	97%	1%	1%	0%	1%	0%	С	0.091	F	0.718	460	G	2003
644) Fire Tower Rd	2.01	400	J	51 70	170	1 70	070	1 70	070	O	0.001	'	0.7 10	400	J	2000
				From:			llow Ham									
(644) Fire Tower Rd	0.98	520	G	98%	0%	1%	1%	0%	0%	С	0.095	F	0.652	520	G	2003
				To: From:			Beale Plac									
644) Fire Tower Rd	3.00	620	G	97%	1%	1%	Beale Place	1%	0%	F	0.09	F	0.654	620	G	2003
(644) Fire Tower Rd	3.00	620	G	97 70 To:	1 70		0% SOUTH		0%	F	0.09	Г	0.034	020	G	2003
				From:	US 25		Courthou		1							
(644) Redhouse Rd	0.92	190	R	<u> </u>		,					NA			NA		1999
(044)	0.02			To:		46-637 W	V; Orbit F	?d								
				From:			E; Orbit R									
644) Bowling Green Rd	1.56	200	R								NA			NA		1999
				To		16 652 D	ob White	DA								
644) Bowling Green Rd	1.77	350	R	From:		+0-032 DC	JU WIIIC	ivu .			NA			NA		1999
644) Bowling Green Rd	1.77	330	1								INA			INA		1999
$\overline{}$				From:			roll Bridge									
(644) Bowling Green Rd	1.68	950	G	96%	1%	2%	0%	0%	0%	F	0.115	F	0.718	950	G	2003
				From:		46-602 L	ongview I	)r								
(644) Bowling Green Rd	0.67	1500	G	96%	1%	2%	0%	0%	0%	F	0.1	F	0.667	1600	G	2003
				To	16	620 W. 6	Pootta For	w. D.d								
644 Turner Dr	0.16	2700	G	96%	1%	620 W; S	Scotts Fer	0%	0%	F	0.103	F	0.635	2700	G	2003
644) Turner Dr	0.10	2100	G	90 /6	1 /0	2 /0	0 76	0 /0	0 /0	ı	0.103		0.055	2700	G	2003
				From:		620 E; N	Iuddy Cro									
(644) Turner Dr	1.94	2900	G	96 <u>%</u>	1%	2%	0%	0%	0%	С	0.105	F	0.632	2900	G	2003
				To:		US 258	E; SR 10	)								
				From:	46-6	614 Thom	nas Woods	Trail								
(645) Yellow Hammer Rd	1.20	330	R		<del></del>						NA			NA		1999
				To	т	IC 160 W	lindear Di	vd								
645) Yellow Hammer Rd	1.60	330	P	From:	·	JS 40U W	/indsor Bl	vu			NA			NIA		02/20/2002
(645) Yellow Hammer Rd	1.00	330	R	To:	AC	644 W.	Fire Towe	ar D.d			INA			NA		0212012002
				From:			Fire Towe									-
(645) Tar Road	0.30	330	R	<u> </u>	ro-	JD, 1	10110				NA			NA		1999
073	3.00			To:		46-646 (	Garrison D	)r								
						10-0-10	Jan 13011 L	-								-

					Isle of Wight Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC OK	Dir AAWDT QW Factor	Year
Isle of Wight County				From:	W (MCC : D			
645 Tar Road	1.30	270	R	Piolii.	46-646 Garrison Dr	NA	NA	1999
O Tou Book	0.40	440	_	From:	46-647 Pope Swamp Trail	NIA	NIA	1000
645 Tar Road	0.40	110	R	To:	US 259 Courthouse Hyay	NA	NA	1999
				From:	US 258 Courthouse Hwy			
646) Stave Mill Rd	1.20	310	R	FIOIII.	US 460 Windsor Blvd	NA	NA	1999
646) Stave Mill Rd	1.20	310	1	To	46-638 E; Cut Thru Rd	IN/A	IVA	1999
				From:	46-638 W; Cut Thru Rd			
(646) Garrison Dr	2.60	310	R			NA	NA	1999
				To: From:	46-644 S; Fire Tower Rd			
646) Beale Place Dr	1.80	130	R		46-644 N; Fire Tower Rd	NA	NA	1999
646) Beale Place Dr	1.00	.00	•••			1.0.	10.0	1000
Poolo Placo Dr	1 70	140	R	From:	46-649 Peanut Dr	NA	NA	1999
646 Beale Place Dr	1.70	140	K	To:	46-620 Broadwater Rd Gap Terminus	INA	INA	1999
				From:	Dead End; Gap Terminus			
646) Rattlesnake Trail	4.35	70	R			NA	NA	1999
<u> </u>				To:	46-637 Jones Town Dr			
				From:	46-645 Tar Rd		-	
647) Pope Swamp Tr	2.20	60	R			NA	NA	1999
<u> </u>				To: From:	46-644 E; Fire Tower Rd			
647) Pope Swamp Tr	2.22	170	R		46-644 W; Fire Tower Rd	NA	NA	1999
Pope Swamp Tr	2.22	170	1	To:	46-637 S; Central Hill Rd		IVA	1000
				From:	46-637 N; Central Hill Rd			
647) Tings Rd	2.10	80	R			NA	NA	1999
				To:	46-620 Foursquare Rd			
$\sim$				From:	46-614 River Run Trail			
648) Duck Town Rd	0.40	160	R			NA	NA	1999
				From:	46-643 Wood Duck Dr			
(648) Duck Town Rd	0.40	170	R			NA	NA	1999
<u> </u>				From:	0.40 ME 46-643			
648) Duck Town Rd	1.20	110	R			NA	NA	1999
				To:	46-641 Bows and Arrows Rd			
				From:	46-644 Fire Tower Rd			
649 Tomlin Hill Dr	2.20	230	R			NA	NA	1999
				To: From:	46-646 Beale Place Dr			
649) Tomlin Hill Dr	3.30	270	R			NA	NA (	02/20/200
<u> </u>				To:	46-637 Central Hill Rd			
				From:	46-646 Beale Place Dr			
(650) Whispering Pines Trail	0.80	120	R			NA	NA	1999
				To- From:	0.80 ME 46-646			
(650) Whispering Pines Trail	2.20	110	R			NA	NA	1999
				To:	46-637 Central Hill Rd			
$\sim$				From:	US 258 Courthouse Hwy			
651) Trump Town Rd	3.70	100	R			NA	NA	1999
				To:	46-620 Foursquare Rd			
O 5 1 144 11 5 1			_	From:	46-600 Woodland Dr		•••	1000
652 Bob White Rd	4.15	250	R	т	HG 250 N. G. d. W.	NA	NA	1999
				To: From:	US 258 N; Courthouse Hwy US 258 S; Courthouse Hwy			
652) Harry Wilson Rd	2.70	80	R		55 255 5, Continouse Hwy	NA	NA	1999
, , , , , , , , , , , , , , , , , , , ,				To:	46-620 S; Foursquare Rd		· 	
$\overline{}$				From:	46-620 N; Foursquare Rd			
652 Comet Rd	2.75	150	R			NA	NA	1999
				To:	46-681 Raynor Rd			

					Isle of Wight Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus	QC K Factor	QK	Dir Factor	AAWDT	QW	Year
sle of Wight County				-							
653) Glen Haven Dr	0.60	110	R	From:	46-641 Harvest Dr	NA			NA		1999
653) Glen Haven Dr	0.60	110	ĸ	To-	WCL Suffolk	INA			NA		1999
				From:	46-602 Longview Dr						
654) Quaker Rd	4.20	60	R	<u> </u>	to to be bong to the bong to t	NA			NA		1999
(60.)				To:	46-600 S; Woodland Dr						
654) Carroll Bridge Rd	0.00	EE0	G	94%	46-600 N; Woodland Dr 2% 3% 0% 1% 0% C	C 0.116	F	0.506	EE0	_	2002
(654) Carroll Bridge Rd	0.90	550	G	94 70		C 0.110	Г	0.586	550	G	2003
Carroll Pridge Pd	2.40	330	R	From:	46-644 Bowling Green Rd	NA			NA		1999
654 Carroll Bridge Rd	3.40	330	ĸ	To:	46-620 Scotts Factory Rd	INA			INA		1999
				From:	46-620 Factory Rd						
655) Great Springs Rd	2.72	900	G	96%		C 0.112	F	0.723	900	G	2003
				To:	SCL Smithfield						
				From:	SR 260 Great Mill Hwy						
656) Union Camp Drive	0.67	10000	R			NA			NA		1999
				To-	46-691 Jamestown Lane						
$\sim$				From:	46-603 Blackwater Rd						
657) Antioch Rd	0.90	280	R	т	46 (20) (III G. 1 P.	NA			NA		1999
				To:	46-638 Mill Creek Dr						
$\bigcirc$	0.16	80	R	From:	46-616	NΙΔ			NA		02/21/20
658	0.10	00	K	To:	Cul-de-Sac	NA			INA		02/21/20
				From:	Dead End						
659) Kings Cove Way	0.40	160	R	<u> </u>	Dead End	NA			NA		1999
039)90 0010 110,				To:	US 17; US 258 Carrollton Blvd						
				From:	46-604 Riddick Rd						
660) Lankford Lane	1.07	210	R			NA			NA		1999
				To: From:	46-620 Tan Rd						
660) Spady Lane	0.40	30	R	rioiii.		NA			NA		1999
				To:	Dead End						
<u> </u>				From:	46-1903						
661) Cedar Grove Rd	1.07	1100	R	_		NA			NA		1999
				To: From:	US 17 SOUTH US 17 NORTH						
661)	2.04	710	R		OS 17 NORTH	NA			NA		1999
001)				To:	Dead End						
				From:	US 258; SR 32						
662) Deep Bottom Dr	0.90	210	R			NA			NA		1999
				To- From:	US 17 S; Carrollton Blvd						
662) Channel Way/ Whipping	2.61	420	R			NA			NA		1999
				To:	US 17 N; Carrollton Blvd						
O			_	From:	46-662	_					
663 Channel Way	0.40	20	R	To:	D 15.1	NA			NA		1999
					Dead End						
665) Campbells Chapel Way	0.52	450	D	From:	46-711 New Town Haven La	NI A			NIA		1000
Campbells Chapel Way	0.53	150	R	_		NA			NA		1999
Campbella Chanal D-	0.27	440	В	From:	46-695 Ramos Way	NIA			NIA		1000
665 Campbells Chapel Dr	0.37	140	R			NA			NA		1999
Comphalla Obarral D	0.00	440		From:	0.38 MN 46-695	N: A			NIA		4000
665 Campbells Chapel Dr	0.09	440	R			NA			NA		1999
Daymolds Dr	0.70	200		From:	US 258 Brewers Neck Blvd	h 1 A			NIA.		4000
665 Reynolds Dr	0.79	330	R			NA			NA		1999
Davis elde De	0.75	4000		From:	46-670 Norsworthy Dr	F 0.1		0.007	4000		0000
665 Reynolds Dr	0.75	1300	G	97% To:		F 0.1	F	0.667	1300	G	2003
<u> </u>				To:	46-669 W; Nike Park Rd						

					isie	or wright wante	nance An	На							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Isle of Wight County				From:		46,660 W. M. T.	1.01								
(665) Reynolds Dr	0.72	2000	G	97%	0%	46-669 W; Nike I 2% 0%	ark Rd 0%	0%	F	0.11	F	0.635	2000	G	2003
(665) Reynolds Dr	0.72	2000	J	Tn:		46-669 E; Smiths 1		070	'	0.11	'	0.000	2000	J	2000
_				From:		46-669 E; Smiths N									
(665) Smiths Neck Rd	1.03	7500	G	97%	0%	2% 0%	0%	0%	С	0.102	F	0.639	7500	G	2003
				To: From:		46-668 Titus Cre	ek Rd								
665) Smiths Neck Rd	2.09	1600	G	97%	0%	2% 0%	0%	0%	F	0.105	F	0.644	1600	G	2003
				To:		46-704 Rescue	Rd								
(665) Rainbow Rd	0.32	280	R	From:		,				NA			NA		1999
				To:		46-707 Rainboy	v Dd								
(665) Riverview Bluff Way	0.07	370	R	From:		40-707 Kambox	v Ku			NA			NA		1999
(003) - 1 2.1 1	0.0.	0.0	•••	To:		Dead End									.000
				From:		SR 10									
(666) Berry Hill Rd	0.51	2400	R	<u> </u>		SIC 10				NA			NA		1999
000) = 3.17, 1.11.				To:		NCL Smithfie	eld								
				From:		46-665									
(667)	0.30	130	R			10 003				NA			NA		1999
001)				To:		Dead End									
				From:		46-669 Nike Par	k Rd	Ī							
(668) Titus Creek Dr	1.00	2900	R	<u> </u>						NA			NA		1999
000				To:		46-665 Smiths No	eck Rd								
				From:		US 17 Carrollton	Blvd								
669 Smiths Neck Rd	0.72	4400	R							NA			NA		1999
000				To:		46-665 E; Reyno	lds Dr								
$\bigcirc$				From:		46-665 W; Reyno	olds Dr								
(669) Nike Park Rd	0.98	2600	R							NA			NA		05/06/2002
				To: From:		46-2030		-							
(669) Nike Park Rd	0.42	2600	N							NA			NA		05/06/2002
				To:		46-668 Titus Cre	ek Dr								
(669) Nike Park Rd	1.51	10000	R	From:						NA			NA		05/06/2002
000				To:		46-704 Battery Pa	ark Rd								
				From:		46-665									
(670)	0.43	830	G	97%	1%	1% 0%	1%	0%	С	0.129	F	0.717	840	G	2003
0.0				To:		US 258									
				From:		Dead End									
(671) Country Way	0.30	49	R					-		NA			NA		1999
				To:		46-704 Todd Batte	ry Park								
				From:		46-673									
(672)	0.56	290	R	-						NA			NA		1999
				To:		46-673									
				From:		46-621 Burwells I	Bay Rd								
673) Purvis Lane	2.50	60	R							NA			NA		1999
$\bigcirc$				To:		46-677 Wrenns N	fill Rd								
(673)	0.21	170	R	From:		io o,, midnis iv				NA			NA		1999
<u></u>				To:		FR-662 Gap Ter	minus								
$\overline{}$				From:		SR 10 BUS; Gap T									
673	2.35	290	R							NA			NA		1999
				To: From:		46-705 Fort Boyl	kin Tr								
(673) Morgarts Beach Rd	1.38	1200	R							NA			NA		1999
				To:		46-672 E Days I									
Morganta Danah Dal	0.40	700	ь.	From:		46-672 E; Days	Pt La			NI A			NIA		00/00/0000
673 Morgarts Beach Rd	2.40	720	R	To:		16 674 St. D1	Corner D J			NA			NA		02/22/2002
-					4	46-674 S; Blounts C									
Plaunta Como en Del	0.54	2400	-	From:		SR 10 BUS				NI A			NI A		1000
674 Blounts Corner Rd	0.51	2400	R	To:		46-673 S; Days P	oint Dd			NA			NA		1999
				-3.		40-0/3 S; Days P	omi Kü								

					isie	JI VVIÇIIL	iviali ilei i	ance An	ta							
Route	Length	AADT	QA	4Tire	Bus	2Axle		uck 1Trail		- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
sle of Wight County				From:		46 672 6	D D :	D.1	i							
674) Blounts Corner Rd	0.70	210	R	110		46-673 S;	Days Poi	int Ka			NA			NA		1999
0/4)				To-	40	6-673 N; N	Morgans B	each Rd								
$\bigcirc$				From:		SR 10 (	Old Stage	Rd								
675) Holly Point Way	0.70	70	R	To:		D	ead End		1		NA			NA		1999
				From:				T								
(676) Fort Huger Dr	0.74	2900	R	110		SK 10 C	old Stage I	nwy			NA			NA		1999
070				To		46-686 T	vlers Read	h Rd								
676) Fort Huger Dr	0.92	130	R	From:		10 000 1	jiois Beat	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			NA			NA		1999
				To:		De	ead End									
$\sim$				From:		46-626 N	1ill Swam	p Rd								
677) Wrenns Mill Rd	1.70	70	R								NA			NA		1999
O				From:		46-678 Bet	thany Chu	rch Rd								
677) Wrenns Mill Rd	1.00	350	R	To:		SP 10.0	old Stage I	Луул <i>г</i>	1		NA			NA		1999
				From:												
678) Bethany Church Rd	2.10	120	R			40-020 IV	Aill Swam	μKu			NA			NA		1999
0,0				To		46-677 W	Vrenns Mi	ll Rd								
				From:		46-709 V	Vaterwork	s Rd								
679) Woody Acres Way	0.10	210	R								NA			NA		1999
				To: From:		46-699 Wo	oody Acre	s Way								
679) Bethel Church La	0.60	210	R								NA			NA		1999
				To: From:		0.60 1	MN 46-69	19								
679 Bethel Church La	0.25	60	R	To:		C	1 1- 0		1		NA			NA		1999
				From:			il-de-Sac	D 1								
680) Stallings Creek Dr	0.57	270	G	94%	3%	46-621 N	/ill Swam 0%	р Ка 0%	0%	F	0.1	F	0.571	270	G	2003
000) Stammige Steam 2:	0.0.			To:			Green Leve			•	• • • • • • • • • • • • • • • • • • • •	•	0.0.			
680) Stallings Creek Dr	1.20	400	G	94%	3%	2%	0%	0%	0%	F	0.096	F	0.585	400	G	2003
0				To:			W Comet									
680) Stallings Creek Dr	0.52	450	G	94%	3%	2%	0%	0%	0%	С	0.092	F	0.59	450	G	2003
				To:		46-681 E S	tallings Ci	reek Dr								
680) Magnet Drive	3.52	370	R	From:							NA			NA		1999
				To:		46-620 I	Foursquare	e Rd								
$\overline{}$				From:		46-620 E	Broadwate	r Rd								
681) Strawberry Plains Rd	2.10	40	R	To:		46 627 6	; Racetrac	1.0.1	1		NA			NA		1999
				From:		46-637 N;										
681) Raynor Rd	1.10	200	R								NA			NA		1999
				To: From:		46-625 M	Iodest Nec	ck Rd								
681) Raynor Rd	1.30	70	R								NA			NA		1999
				To: From:		46-683 N	; Halltow	n Rd	-							
(681) Raynor Rd	1.20	60	R								NA			NA		1999
				To: From:		46-652	2 Comet F	₹d								
681 Comet Rd	0.50	160	R	To:	4.	6 600 W. 6	Stallie C	Smools D J			NA			NA		1999
				From:		6-680 W; S										
681) Stallings Creek Rd	1.54	260	G	95%	1%	3%	0%	0%	0%	С	0.095	F	0.583	260	G	2003
				To:			⁄Iill Swam									
			_	From:	_	46-681	l Raynor I	Rd								
682) White House Rd	1.89	100	R	_							NA			NA		1999
	0.01	440		From:		1.90 1	ME 46-68	1			NI A			NI A		4000
(682)	0.61	110	R	To:		46-682	Halltown	Rd	1		NA			NA		1999
						-10-003	11aiitUWII	nu								

				Truck	- K Dir		
Length	AADT	QA	4Tire	Rue	OC OK	AAWDT QW	Year
			From:	46 602 H-ll4 D-l			
0.40	100	R		46-083 Нашомп Ка	NA	NA	1999
			To: From:	46-652			
1.90	90	R	To:	46,600	NA	NA	1999
			From:				
1.20	60	R	<u> </u>	40-002 With House Ru	NA	NA	1999
			To: From:	46-681 N; Raynor Rd			
1.30	70	R	<u> </u>	40-001 B, Raynol Ra	NA	NA	1999
			To: From:	46-623 Green Level Rd			
0.90	200	R	To:	AC 690 Stallings Clr Dd	NA	NA	1999
			From:				
0.60	70	R		10 025 Tons Rd	NA	NA	1999
			To:	Surry County Line			
1 30	220	R	From:	Dead End	NΔ	NΔ	1999
1.00			To:	46-676 Fort Huger Dr	107	107	1000
		_	From:	46-611 Joyners Bridge Rd			
0.80	90	R	To	46-610 Buckhorn Dr	NA	NA	1999
			From:	46-641 Colosse Rd			
0.14	90	R			NA	NA	1999
			To:				
0.28	170	R	FISH	US 258 WES1	NA	NA	1999
			To:	US 258 EAST			
ea			From:	US 460 Proden Blvd			
0.20	120	R	<u> </u>	OS 400 I Iddell Bivd	NA	NA	1999
			To: From:	46-636 Old Suffolk Rd			
0.10	160	R	To:	WCI Cuffalls	NA	NA	1999
				WCL Sulloik			
			From:	WCL Suffolk		-	
1.40	150	R	To:	46-606 Five Forks Rd	NA	NA	1999
			From:				
0.43	6200	R			NA	NA	1999
			From:	0.43 MW Dead End			
0.16	9800	К			NA	NA	1999
0.68	2000	G	From: 87%		C 0.082 F 0.732	2000 G	2003
			To:	US 58 BUS			
4.00			From:	US 258 Courthouse Hwy			4000
1.60	120	К	To:	46-652 S; Bob White Rd	NA	NA	1999
4.00	400		From:	46-652 N; Bob White Rd	NIA	NIA	4000
1.60	120	ĸ	To:	46-654 Carroll Bridge Rd	NA	NA	1999
			From:	Dead End			
0.30	260	R			NA	NA	1999
0.78	100	R	. 10111.	46-612 Outland Dr	NA	NA	1999
			To:	Dead End			
	0.40 1.90 1.20 1.30 0.90 0.60 1.30 0.80 0.14 0.28 ea 0.20 0.10 1.40 0.43 0.16 0.68 1.60 1.60	1.90 90  1.20 60  1.30 70  0.90 200  0.60 70  1.30 220  0.80 90  0.14 90  0.28 170  1.40 150  0.43 6200  0.16 9800  0.68 2000  1.60 120  1.60 120  0.30 260	0.40 100 R 1.90 90 R 1.20 60 R 1.30 70 R 0.90 200 R 0.60 70 R 1.30 220 R 0.80 90 R 0.14 90 R 0.28 170 R 0.28 170 R 0.10 160 R 1.40 150 R 0.43 6200 R 0.43 6200 R 0.68 2000 G 1.60 120 R 1.60 120 R	0.40   100   R	AADI   QA   41   Paus   2Axle 3+Axle 1Trail 2Trail   0.40   100   R   46-683 Halltown Rd   46-683 Halltown Rd   46-682   46-680   46-680   46-681   Raynor Rd   Raynor	1.90   90   R	1.90

					1010 0	i vvigiti	iviali il <del>e</del> i i	and An	cu							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
sle of Wight County				From:			ead End		ī							
695) Ramos Way	0.30	80	R				au Enu				NA			NA		1999
,				To	40	6-665 Cam	pbells Ch	apel Dr								
				From:		46-615 I	Holly Run	Dr	j							
696) Pruden Rd	2.00	100	R	_							NA			NA		1999
				To:			Colosse F									
697) Mount Holly Ck Lane	1 40	120	ь	From:		46-709 W	Vaterworks	s Rd			NIA			NΙΔ		1000
Mount Holly Ck Lane	1.40	120	R	To:		D _f	ead End				NA			NA		1999
				From:			ead End									
698)	0.01	10	R				ad End				NA			NA		1999
				To:		46-611 Joy	ners Brid	ge Rd								
				From:		De	ead End									
699) Woody Acres way	0.83	70	R								NA			NA		1999
				To:		46-679 Be										
○ B #B	4.00		_	From:		46-606 F	Five Forks	Rd								4000
Braswell Dr	1.60	60	R	To:		46 600 D	lue Ridge	Trail			NA			NA		1999
				From:			JS 258	11411	<u>l</u>							
701)	0.07	30	R	<u> </u>			15 236				NA			NA		1999
(01)				To:		4	16-644									
				From:		46-676 I	Fort Huger	Rd								
702) Bradbys Lane	1.00	120	R	-							NA			NA		1999
<u> </u>				To:		De	ead End									
				From:			SR 10									
703)	0.40	60	R	. —							NA			NA		1999
				10.			ead End									
704) Battery Park Rd	0.95	9100	G	97%	0%	2%	Smithfield 0%	0%	0%	С	0.093	F	0.546	9100	G	2003
Battery Park Rd	0.33	3100	•	31 70	0 /0				0 70	C	0.093	•	0.540	3100	U	2000
704) Battery Park Rd	1.23	4200	G	From: 97%	0%	46-669 I	Nike Park 0%	0%	0%	F	0.095	F	0.679	4200	G	2003
Battery Park Rd	1.25	4200	G	31 /0	0 70				0 70	'	0.095	•	0.079	4200	U	2000
704) Todd Ave/Warwick St	0.49	1200	G	From: 97%	0%	2%	Country W 0%	0%	0%	F	0.096	F	0.533	1200	G	2003
Todd Ave/Warwick St	0.43	1200	G	Tn·	0 70		02; 46-100		0 70	'	0.030	•	0.555	1200	U	2000
<u> </u>				From:			2 Newport									
Rescue Rd	1.30	910	G	97%	0%	2%	0%	0%	0%	F	0.106	F	0.546	910	G	2003
				To:			miths Nec	k Rd								
	0.10	8	R	From:		4	16-673				NA			NA		1999
705)	0.10	0	K	To:		De	ead End				INA			INA		1998
				From:			JS 258									
706)	0.16	47	R	_			15 250				NA			NA		1999
<u> </u>				To:		U	JS 258									
_				From:		De	ead End									
Rainbow Rd	0.65	190	R								NA			NA		1999
				To:			16-665									
	4.05	450	_	From:		46-680	) Magnet I	Or			N. A			N.1.0		4000
Emmanuel Church Rd	1.65	150	R	To:		46-626 N	1ill Swamp	n Rd			NA			NA		1999
				From:					<u>l</u>							
709) Waterworks Rd	2.93	720	R			40-080	) Magnet I	Лſ			NA			NA		1999
109	2.50	0	••	To:		US 258 C	ourthouse	Hwy	ĺ							
				From:			reat Spring									
710) Shady Dr	0.40	20	R			0		· ·			NA			NA		1999
				To:		F	R-660									

					Isle of Wight Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT Q	N Year
Isle of Wight County				From:					
(711) New Town Haven Lane	1.40	440	R	r toni.	Dead End	NA		NA	1999
				To:	US 258; SR 32				
(711) New Town Haven La	0.14	440	R	From:	22 200, 2002	NA		NA	02/22/200
				To:	46-670 Norsworthy Dr				
$\bigcirc$				From:	46-665				1000
(712)	0.92	220	R	To:	Cul-de-Sac	NA		NA	1999
				From:	46-699 Woody Acres Way				
(713) Blairs Creek Way	0.43	110	R		10 077 Woody Teles Way	NA		NA	1999
				To:	Dead End				
$\overline{}$				From:	Cul-de-Sac				
(720)	0.50	40	R	To:	46-624	NA		NA	02/22/200
				From:					
(730) Laurel Wood Drive	0.34	NA			US 17	NA		NA	
(730) = 3.37				To:	Dead End				
				From:	Dead End				
1001)	0.08	60	R	_		NA		NA	1999
				To:	46-704				
	0.12	100	R	From:	46-704; 46-1009	NA		NA	1999
(1002)	0.12	100	K	To:	Dead End	INA		INA	1999
				From:	Dead End				
1003	0.03	46	R			NA		NA	1999
				To: From:	46-1009				
1003	0.08	210	R			NA		NA	1999
				To:	46-1004				
$\bigcirc$	0.05	20	_	From:	46-1002	NIA		NIA	4000
(1004)	0.05	20	R	_		NA		NA	1999
	0.13	130	R	From:	46-1003	NA		NA	1999
(1004)	0.13	130	IX.	To:	Dead End	INA		INA	1999
				From:	Dead End				
(1005)	0.12	70	R			NA		NA	1999
				To: From:	46-704				
(1005)	0.09	510	R		_	NA		NA	1999
				From:	46-1006				
(1005)	0.06	180	R			NA		NA	1999
				From:	46-1007				
1005	0.03	60	R	To:	D 15 1	NA		NA	1999
					Dead End				
(1006)	0.10	260	R	From:	Dead End	NA		NA	1999
1006)	0.10	200	• • • • • • • • • • • • • • • • • • • •	To:	46-1005	14/ (		10.0	1000
				From:	46-1005		-		
1007	0.13	120	R			NA		NA	1999
				To:	Dead End				
$\cap$	0.00	00	_	From:	Dead End	NI A		NIA.	4000
(1008)	80.0	80	R	To:	46-704	NA		NA	1999
				From:	46-704; 46-1002				
(1009)	0.05	210	R	<u> </u>	TO-10T, TO-1002	NA		NA	1999
				To:	46-1003				

					isie or wright Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK Dir Factor Facto		V Year
Isle of Wight County				From:	Cul-de-Sac			
(1015)	0.08	45	R		Cui-de-Sac	NA	NA	02/21/2002
				To	46-676 Fort Huger Dr			
$\bigcirc$				From:	US 258			
1018	0.26	120	R			NA	NA	1999
	0.22	420	R	From:	46-1019	NIA	NIA	1000
1018	0.22	120	ĸ	. —		NA	NA	1999
	0.09	90	R	From:	46-1021	NA	NA	1999
1018	0.00	00	• • • • • • • • • • • • • • • • • • • •	To	46-1022	L	107	1000
1018	0.14	20	R	From:	40-1022	NA	NA	1999
				To:	Dead End			
				From:	46-1021			
(1019)	0.19	30	R			NA	NA	1999
				From:	46-1020			
(1019)	0.32	47	R			NA	NA	1999
	2.25		_	From:	46-1021	<b></b>		1000
(1019)	0.05	20	R	To:	Cul-de-Sac	NA I	NA	1999
				From:	46-1019			
(1020)	0.20	110	R		40-1019	NA	NA	02/21/2002
				To	46-1021			
				From:	46-1019			
(1021)	0.21	90	R			NA	NA	1999
$\overline{\bigcirc}$				To: From:	46-1018			
(1021)	0.10	40	R			NA	NA	1999
	0.40	400		From:	46-1020	NIA.	- NIA	4000
1021	0.13	100	R	To:	46-1019	NA I	NA	1999
				From:	Cul-de-Sac			
1022	0.06	20	R	<u> </u>	Cui de Sue	NA	NA	1999
$\bigcup$				To: From:	46-1018			
(1022)	0.17	30	R	From:		NA	NA	1999
				To:	Cul-de-Sac			
$\bigcirc$	0.00	400	-	From:	Dead End	NIA	NIA	00/00/0000
(1023)	0.20	100	R	To:	46-1018	NA I	NA	02/22/2002
				From:	46-654			
1030	0.17	70	R		10 00 1	NA	NA	02/21/2002
$\bigcup$				To	Cul-de-Sac			
$\bigcirc$				From:	Cul-de-Sac			
1032	0.26	130	R	To:	SR 10; Isle of Wight Ind Pk	NA I	NA	02/22/2002
				From:	46-1032			
1033	0.09	30	R		40-1032	NA	NA	02/21/2002
				To:	Dead End			
$\widehat{}$				From:	Cul-de-Sac		-	
1035	0.21	80	R	To:	46.626	NA I	NA	02/22/2002
				From:	46-626			
(1144)	0.17	30	R		NCL Smithfield	NA NA	NA	1999
(1144)				To	Dead End			
				From:	46-01190(B)/			
(1150)	0.07	NA				NA	NA	
				To:	46-01190(R)/46-01151(L)/			

					Isle of Wight Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K Factor	QK Dir Factor	AAWDT Q	W Year
Isle of Wight County				From:	46-01152(L)/				
(1151)	0.66	NA				NA		NA	
				To	Shadow of:733779/				
(v5)	0.08	NA		From:	46-01151(R)/	NA NA		NA	
1152	0.00	IVA		To:	Cul-de-Sac/			INA	
				From:	46-01151(B)/				
(1153)	0.07	NA				NA		NA	
				To:	Cul-de-Sac/				
	0.11	NA		From:	46-01151(B)/RT 1154(U)/	l NA		NA	
(1154)	0.11	144		To:	46-01151(B)/RT 1154(U)/	1471		14/ (	
				From:	Cul-de-Sac/				
(1155)	0.04	NA				NA		NA	
				To:	46-01151(B)/				
	0.06	NA		From:	46-01151(B)/46-01157(U)/	l NA		NA	
(1156)	0.00	IVA		To:	Cul-de-Sac/	INA		INA	
				From:	46-01158(B)/				
1157)	0.08	NA				NA		NA	
				To-	46-01151(B)/46-01156(U)/				
	0.12	NA		From:	Cul-de-Sac/	NA		NA	
1158	0.12	IVA		To:	Cul-de-Sac/	INA		INA	
				From:	46-00665(B)/				
(1168)	0.74	NA				NA		NA	
				To-	Dead End/				
$\bigcirc$	0.45	NIA		From:	Cul-de-Sac/	NIA		NIA	
(1169)	0.15	NA		To:	46-01190(L)/	NA I		NA	
				From:	46-704; 46-1190				
(1170)	1.07	620	R		10 701, 10 1190	NA		NA	02/21/2002
				To:	End Loop				
$\bigcirc$				From:	Cul-de-Sac				22/24/222
1171)	0.39	270	R	To:	Cul-de-Sac	NA I		NA	02/21/2002
				From:	Cul-de-Sac				
(1172)	0.12	90	R	<u> </u>	Cur-uc-Suc	NA		NA	02/21/2002
				To:	46-1171				
$\sim$				From:	Cul-de-Sac				
1173	0.10	90	R	To:	46-1170	NA I		NA	02/21/2002
				From:	Cul-de-Sac				
(1174)	0.06	60	R		Cur-uc-Sac	NA		NA	02/21/2002
				To:	46-1170				
				From:	46-1176				
(1175)	0.07	170	R	To	46-1170	NA		NA	02/21/2002
				From:					
(1176)	0.19	120	R	<u> </u>	Cul-de-Sac	l NA		NA	02/21/2002
				To:	Cul-de-Sac				
				From:	Cul-de-Sac				
(1177)	0.06	70	R	т.	46.11=6	NA		NA	02/21/2002
				To: From:	46-1176				
(1178)	0.12	100	R	FIORE	Cul-de-Sac	l NA		NA	02/21/2002
(11/0)	0.12	.00		To:	46-1170	TN/-1		14/1	J212 112002

					isle or wight Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	K il Factor I	Dir AAWDT QW Factor	/ Year
Isle of Wight County				From:	Cul-de-Sac	1		
1179	0.06	90	R			NA	NA	02/21/2002
				To:	46-1170	<u> </u>		
(400)	0.17	120	R	From:	46-1170	NA	NA	02/21/2002
1180	0.17	120		To:	Cul-de-Sac	]	14/1	02/2 1/2002
				From:	46-1170			
(1181)	0.16	200	R	To:		NA NA	NA	02/21/2002
				From:	Cul-de-Sac			
(1182)	0.13	110	R		Cul-de-Sac	J NA	NA	02/21/2002
				To:	Cul-de-Sac	1		
				From:	Cul-de-Sac			
1183	0.13	200	R	To:	46-1170	NA T	NA	02/21/2002
				From:		I		
1184	0.08	90	R		Cul-de-Sac	<b>⅃</b> NA	NA	02/21/2002
				To:	46-1183	1		
$\widehat{}$				From:	46-1170			
1185	0.24	40	R	To	Cul do Sao	NA T	NA	02/21/2002
				From:	Cul-de-Sac Cul-de-Sac	1		
(1186)	0.06	70	R		Cui-de-Sac	J NA	NA	02/22/2002
				To:	46-1185			
				From:	46-1185			
1187	0.06	80	R	To:	Cold a Co.	NA T	NA	02/22/2002
				From:	Cul-de-Sac Cul-de-Sac	<u> </u>		
1188	0.12	100	R		Cui-de-Sac	J NA	NA	02/22/2002
				To:	Cul-de-Sac	]		
$\widehat{}$				From:	46-1171			
1189	0.09	20	R	To	Cul do Sao	NA T	NA	02/22/2002
				From:	Cul-de-Sac 46-704; 46-1170	I I		
(1190)	0.09	100	R		40-704, 40-1170	J NA	NA	1999
				To:	46-1191	1		
(1190)	0.11	45	R	From:	.01121	NA	NA	1999
				To:	46-1192	]		
(1190)	0.06	47	R			NA	NA	1999
<u> </u>				To: From:	46-1193	]		
(1190)	0.06	60	R			NA	NA	1999
	0.05	70	_	From:	46-1195	]		4000
1190	0.05	70	R			NA -	NA	1999
(m)	0.02	40	R	From:	46-1196 NORTH	NA NA	NA	1999
(1190)	0.02	70	11	To:	46-1196 SOUTH	]	IVA	1999
	2.05	N/ 4		From:	46-1196			
(1190)	0.25	NA				NA -	NA	
	0.16	NA		From:	46-1169	NA NA	NA	
(1190)	0.16	NA		To:	46-1151; 46-1150	1 NA	INA	
				From:	Cul-de-Sac			
(1191)	0.05	60	R			NA	NA	1999
				To:	46-1190			

Route   Length   AADT   QA   4Tire   Bus  Truck	Dir Factor AAWDT QW	Year
From: Cul-de-Sac	NA	
	NA	
		1999
To. From: 46-1190		
0.23 <b>47 R</b> NA	NA	1999
To Cul-de-Sac		
From: 46-1190		
0.04 <b>60 R</b> NA	NA	1999
6 46-1194 SOUTH		
1193) 0.01 <b>30 R</b> NA	NA	1999
46-1194 NORTH	NIA	4000
0.09 <b>45</b> R NA	NA	1999
- Cur-de-Sac		
40-1173 3000 111	NA	1999
0.12 <b>80 R</b> NA  To 46-1193 NORTH	IVA	1995
From: Cul-de-Sac		
0.08 <b>50 R</b> NA	NA	1999
To: 46-1190		
From: 46-1190 SOUTH		
0.12 <b>80 R</b> NA	NA	1999
To: 46-1190 NORTH		
From: Cul-de-Sac/		
0.18 <b>NA</b> NA	NA	
To: 46-01190(B)/		
From: Cul-de-Sac/		
0.07 <b>NA</b> NA	NA	
To: 46-01197(B)/		
From: 46-01197(B)/		
1199) 0.07 <b>NA</b> NA	NA	
Curac-sac		
From: US 258		4000
0.10 <b>890 R</b> NA	NA	1999
03 230		
From: 46-620	NIA	1000
0.08 <b>1200 R</b> NA	NA	1999
To: 46-1206		
1205) 0.10 <b>240</b> R NA	NA	1999
Dead Lind		
From: Dead End	NIA	4000
0.07 <b>300 R</b> NA	NA	1999
To: 46-1207		
0.14 <b>610 R</b> NA	NA	1999
From: 46-1206	NΙΔ	4000
0.27 <b>370 R</b> NA Dead End	NA	1999
Doug Line		
40-020	NA	1999
	INA	1998
To: 46-1211	***	
0.16 <b>300 R</b> NA	NA	1999
Cui-de-Sac		
From: 46-1210	A.1.A	4000
0.23 <b>360 R</b> NA	NA	1999
To: 46-1212		

					Isle of Wight Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK Di Factor Fac	\(\Lambda\)\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	Year
sle of Wight County				From:	46-1212			
1211)	0.08	20	R	<u> </u>	TO-1212	NA	NA	1999
				To: From:	46-1213			
1211	0.02	130	R			NA	NA	1999
				To: From:	46-1214			
1211	0.08	30	R	To:	Cal de Car	NA I	NA	1999
				From:	Cul-de-Sac 46-1211			
1212	0.06	70	R		40-1211	NA	NA	1999
				To:	Cul-de-Sac			
$\overline{}$				From:	46-1211			
1213	0.10	40	R	To:	Cul-de-Sac	NA I	NA	1999
				From:	Cul-de-Sac			
1214	0.12	45	R	<u> </u>	Cur-uc-sac	NA	NA	02/21/200
				To:	46-1211			
$\overline{}$				From:	Dead End			
1216	0.32	60	R	To	46 655 Croot Sanings Dd	NA I	NA	02/21/2002
				From:	46-655 Great Springs Rd 46-1221			
1220	0.11	320	R		40-1221	NA	NA	1999
				To:	46-620			
$\sim$				From:	Cul-de-Sac			
1221	0.21	47	R			NA	NA	1999
	0.00	440		To: From:	46-1220	NIA.	NIA.	4000
1221)	0.06	140	R	To:	Cul-de-Sac	NA I	NA	1999
				From:	46-647			
1301)	0.18	140	R		10 017	NA	NA	1999
				To:	46-637			
	0.04			From:	Dead End			4000
1302	0.31	80	R	To:	46-637	NA I	NA	1999
				From:	Dead End			
1303)	0.25	120	R		Dead Lind	NA	NA	1999
				To:	46-637			
$\bigcirc$	0.40			From:	Cul-de-Sac			1000
1304	0.16	80	R	To:	46-637	NA I	NA	1999
				From:	46-1402			
1401)	0.32	300	R	<u> </u>	40-1402	NA	NA	1999
				To: From:	46-1408			
1401)	0.01	930	R	PIOIII.		NA	NA	1999
				To:	SR 10 BUS			
$\bigcirc$	0.05	400		From:	Dead End	NA	NIA	4000
1402	0.85	160	R	, <del>-</del>	****	NA	NA	1999
1402)	0.05	270	R	From:	46-1401	NA	NA	1999
1402				To	SR 10 BUS	14/1		
_				From:	Dead End			
1403	0.16	120	R			NA	NA	1999
				To:	SR 10 BUS			
_	0.10	30	R	From:	Dead End	NA	NA	1999
1405	0.10	JU	ĸ	To	46-1407	INA 	INA	1999
•				ı.	* **			,

					Truck	K	, Dir	
Route	Length	AADT	QA	4Tire	Bus	QC N QF Factor	K Factor AAWDT QW	Year
Isle of Wight County				From:		1		
(1405)	0.14	190	R		46-1407	I NA	NA	1999
				To:	46-672; 46-1406			
$\bigcirc$	2.25		_	From:	Cul-de-Sac			4000
1406	0.35	80	R	To:	46-672; 46-1405	NA I	NA	1999
				From:	Cul-de-Sac			
(1407)	0.17	140	R			NA	NA	1999
				To:	46-1405			
	0.28	300	R	From:	Cul-de-Sac	NA	NA	1999
(1408)	0.20	300		To:	46-1401	]	IVA	1000
				From:	Cul-de-Sac			
1410	0.26	130	R	т	an to nya	NA	NA	1999
				To: From:	SR 10 BUS	<u> </u>		
(1411)	0.47	170	R	rioin.	Cul-de-Sac	I NA	NA	1999
				To:	46-1414 Kings Pt	]		
				From:	46-1415			
1412	0.30	140	R	To:	46-1411	NA I	NA	1999
				From:	Cul-de-Sac			
(1413)	0.15	110	R		Cur-uc-Sac	NA	NA	1999
				To:	46-1411			
$\bigcirc$	0.40			From:	46-1425	N10	NIA	
(1414)	0.12	NA		_		NA •	NA	
(1414)	0.40	150	R	From:	46-1417	NA	NA	1999
(1414)	0.40	100		To:	SR 10 BUS	]	INA	1000
				From:	Autumn Court			
(1415)	0.23	150	R			NA	NA	02/22/2002
				To: From:	46-1414 Plantation Lane			
1416	0.14	140	R	Fiolii.	46-1415	I NA	NA	02/22/2002
(1419)				To:	Dead End			
				From:	Dead End			
1417	0.11	110	R	To:	46-1414	NA I	NA	02/22/2002
				From:	Cul-de-Sac			
(1420)	0.46	180	R		Cur-ac-bac	NA	NA	02/20/2002
				To:	46-602 Longview Dr			
$\bigcirc$				From:	Cul-de-Sac			
(1421)	0.22	80	R	To:	46-1420	NA I	NA	02/20/2002
				From:	Cul-de-Sac			
(1422)	0.07	50	R		Cur-uc-Sac	NA	NA	02/20/2002
				To:	46-602 Longview Dr			
$\bigcirc$	0.15	A14		From:	Cul-de-Sac/	- NIC	NIA.	
1423	0.15	NA		To:	46-01424(U)/46-01425(B)/	NA I	NA	
				From:	46-01423(U)/46-01425(B)/	<u> </u>		
(1424)	0.13	NA		ш		NA	NA	
				To:	Cul-de-Sac/			
$\bigcirc$	2.2-			From:	46-01414(L)/		<b>N</b> 12	
1425	0.27	NA		To	Cul-de-Sac/	NA I	NA	
					Cui-uc-bac	<u> </u>		

					Isle of Wight Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Factor	QK Dir Factor	AAWDT QW	V Year
Isle of Wight County				From:	Cul-de-Sac				
(1430)	0.56	300	R			NA		NA	1999
				To:	46-600				
$\bigcirc$	0.40		_	From:	46-600				1000
(1435)	0.43	60	R	To:	Cul-de-Sac	NA I		NA	1999
				From:					
(1436)	0.10	80	R		46-1435	l NA		NA	1999
(1430)	00		•••	To:	Cul-de-Sac				
				From:	46-600				
(1437)	0.15	170	R			NA		NA	1999
				To:	46-1435				
$\bigcirc$				From:	Cul-de-Sac				
1440	0.40	110	R	To:	46.600	NA		NA	02/20/2002
					46-630				
	0.18	130	R	From:	US 258	l NA		NA	1999
(1501)	0.10	130	ĸ	To:	US 258	INA 		NA	1999
				From:	46-691				
(1601)	0.03	940	R	<u> </u>	40-071	NA		NA	1999
				To	US 58 BUS				
				From:	46-691				
1602	0.02	1200	R			NA		NA	1999
				To:	46-1604				
1602	0.26	620	R	From:		NA		NA	1999
				To	46-1610				
(1602)	0.12	340	R	From:	10 1010	NA NA		NA	1999
				To	46-1611				
(1602)	0.11	330	R	From:	40-1011	NA		NA	1999
(1002)				To:	46-1609				
(1602)	0.01	410	R	From:	40-1009	NA		NA	1999
(1602)	0.0.		••	To:	46-1603				
				From	46-656 Union Camp Drive				
(1603)	0.08	2300	R	<u> </u>	r	NA		NA	1986
				To:	46-617				
	0.00	2000	_	From:	SR 260; 46-617	NIA.		NIA	4000
1603	0.09	2600	R			NA		NA	1999
$\bigcirc$	0.00			From:	46-1604				4000
1603	0.06	2700	R			NA		NA	1999
				From:	46-1602				1000
(1603)	0.22	2600	R			NA		NA	1999
				From:	46-616				
1603)	0.71	900	R		110 a 20 110 a 20 110	NA		NA	1999
				To:	US 258; US 58 BUS				
	0.00	450	_	From:	46-1602	NIA		NIA	4000
1604)	0.23	450	R			NA		NA	1999
	0.40	050	_	From:	46-1610	A.1.A.		- NIA	4000
1604	0.19	350	R	To:	46 1602	NA I		NA	1999
				From:	46-1603				
	0.01	1300	R	riom:	US 58 BUS	l NA		NA	1999
1606	0.01	1300	ĸ			INA		IAM	1999
$\bigcap$	0.07	630	-	From:	46-1608 SOUTH	N I A		NIA.	1000
1606	0.07	630	R	To:	46-1608 NORTH	NA I		NA	1999
					40-1000 NUK1fi				

					1916 of Wight Maintenance / trea			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir Factor AAWDT QW	Year
Isle of Wight County				From:	46-1608 NORTH	<u> </u>		
1606)	0.16	110	R		40-1006 NOK111	I NA	NA	1999
				To-	Dead End			
				From:	46-1606			
1608)	0.13	70	R			NA	NA	1999
				To:	Dead End			
	0.10	110	R	From:	Dead End	J NA	NA	1999
1609	0.10	110	K	To:	46-1602		NA.	1999
				From:	46-617			
1610	0.05	160	R	<u></u>		NA	NA	1999
				To:	46-1604			
1610	0.10	100	R	FIOIII.		NA	NA	1999
				To: From:	46-1611			
1610	0.07	120	R	r toin:		NA	NA	1999
				To:	46-1602			
$\widehat{}$				From:	46-1610			
1611)	0.13	80	R	To	46-1602	NA I	NA	1999
				From:				
1620	0.27	240	R	110111.	Dead End	I NA	NA	02/21/20
1620)	0.21		••	To:	46-677 Wrenns Mill Rd	]	10.	02/2 1/20
				From:	Cul-de-Sac			
1621)	0.07	30	R	<u>.                                    </u>		NA	NA	02/21/20
				To:	46-1620			
				From:	Cul-de-Sac			
1622	0.12	45	R	To:	46 1600	NA I	NA	02/21/20
				From:	46-1620			
1022	0.12	70	R	r toni.	Cul-de-Sac	I NA	NA	02/21/20
1623	0.12	. •	•••	To:	46-1620		101	02/2 1/20
				From:	46-632 Old Myrtle Rd			
1701)	0.32	370	R			NA	NA	1999
				To:	US 58 BUS			
$\bigcirc$				From:	Dead End			
1702	0.20	130	R	To:	US 58 BUS; 46-641	NA I	NA	1999
				From:				
1730	0.33	270	R		US 460	I NA	NA	1999
1730)				To:	Cul-de-Sac			
				From:	Cul-de-Sac			
1731	0.08	160	R			NA	NA	1999
				To:	46-1730			
	0.00		_	From:	Cul-de-Sac			1000
1732	0.08	70	R	To	46-1730	NA I	NA	1999
				From:				
1733)	0.24	46	R		46-1730	I NA	NA	1999
1733				To:	Cul-de-Sac			
Town of Windsor								
			_	From:	Dead End			
1800	0.06	50	R	To:	47 1002	NA 1	NA	1999
				From:	46-1803	<u> </u>		
1801	0.10	60	R		46-603	I NA	NA	1999
1801)	0.10		••	To	Dead End; Gap Terminus	]	10.	.000
				•	•			

					isic of Wight Maintenance / trea			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK	Dir AAWDT QW Factor	Year
Town of Windsor					_	. 46.6.		
1801)	0.01	70	R	From:	Dead End; Gap Terminus	NA	NA	1999
				To:	46-1802			
1801)	0.04	190	R	From:		NA	NA	1999
				To	US 460			
$\bigcirc$	0.40	40		From:	Dead End	NIA	NIA	4000
1802	0.13	40	R			NA	NA	1999
1903	0.02	430	R	From:	46-1804	NA	NA	1999
1802	0.02			Tar	46-610			
1802	0.04	180	R	From:	40-010	NA	NA	1999
				To: From:	46-603			
1802	0.16	150	R			NA	NA	1999
				To:	46-1801			
	0.02	120	R	From:	Dead End	NA	NA	1999
1803	0.02	120	K	To:	46 1000	NA.	IVA	1998
1803	0.08	180	R	From:	46-1800	NA	NA	1999
1603)				To:	US 460			
				From:	46-1802			
1804)	0.06	260	R		777 170	NA	NA	1999
				To: From:	US 460			
1905	0.16	750	R	FIOIII.	US 460	NA	NA	1999
1805	00			To:	46-1817			
1805	0.02	600	R	From:	40-101/	NA	NA	1999
				To	46-1814			
1805)	0.05	720	R	From:		NA	NA	1999
				To:	46-603			
sle of Wight County				From:	46-603			
1806)	0.11	70	R		10 003	NA	NA	1999
				To:	46-1807			
$\overline{}$				From:	46-1806			
1807	0.05	30	R	To:	46-1808	NA	NA	1999
				From:	46-603			
1808)	0.11	60	R		10 003	NA	NA	1999
				To:	46-1807			
Town of Windsor				From:	US 460			
1809)	0.09	100	R		US 460	NA	NA	1999
				To:	Dead End			
sle of Wight County								
	0.10	730	R	From:	US 258	NA	NA	1999
1810	0.10	130		To:	WCL Windsor	19/5	IN/A	
Town of Windsor								
				From:	WCL Windsor			
1810	0.02	730	N	To:	AL LO2	NA	NA	1999
				From:	46-603			
1811)	0.07	150	R		46-610	NA	NA	1999
<u></u>				To:	46-1812			
					<del></del>			

					Isle of Wight Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- K QC Factor QK	Dir AAWDT QW Factor	Year
Town of Windsor				From:	46.602			
(1812)	0.24	350	R		46-603	NA	NA	1999
				To: From:	46-1824			
1812	0.05	240	R			NA	NA	1999
				From:	46-1811			
1812	0.02	220	R			NA	NA	1999
	0.03	20	R	From:	46-1813	NA	NA	1999
1812	0.03	20	IX.	To:	Dead End	INA	IVA	1999
				From:	46-1812			
(1813)	0.29	110	R			NA	NA	1999
				To:	Dead End			
	0.29	110	R	From:	US 460	NA	NA	1999
(1814)	0.20			To:	46-1805	147.	101	1000
_				From:	US 258 South			
1815)	0.09	70	R			NA	NA	1999
				From:	46-1816			
(1815)	0.08	100	R	To:	US 258 North	NA	NA	1999
				From:	46-1815			
(1816)	0.03	70	R	<u> </u>	40-1013	NA	NA	1999
				To:	Dead End			
$\bigcirc$			_	From:	46-1805			4000
(1817)	0.06	240	R			NA	NA	1999
4947	0.07	80	R	From:	46-1818	NA	NA	1999
(1817)	0.01	00		To:	Cul-de-Sac	IVA	INA	1000
				From:	Cul-de-Sac			
1818)	0.14	100	R			NA	NA	1999
				To:	46-1817			
Isle of Wight County				From:	46-603			
(1819)	0.07	30	R			NA	NA	1999
				To:	Dead End			
Town of Windsor				From:	US 258			
1820	0.06	560	R			NA	NA	1999
				From:	46-1822			
1820	0.18	490	R			NA	NA	1999
	0.05		-	From:	46-1823	NIA	NIA.	4000
(1820)	0.05	90	R	_		NA	NA	1999
(1820)	0.05	90	R	From:	46-1821	NA	NA	1999
1020				To:	46-1822		13//3	
				From:	US 258			
(1821)	0.06	160	R			NA	NA	1999
			_	To: From:	46-1822			
(1821)	0.12	170	R	To:	46-1820	NA	NA	1999
				From:	46-1820			
(1822)	0.05	50	R	<u></u>	40-102U	NA	NA	1999
				To: From:	46-1823			
(1822)	0.05	49	R		_	NA	NA	1999
				To:	46-1821			

					1516 Of Wight Maintenance / trea			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QC Factor F	Dir AAWDT QW actor	Year
Town of Windsor				From:	46-1821			
(1822)	0.15	110	R	<u> </u>	40-1621	NA	NA	1999
				To:	46-1820			
$\bigcirc$				From:	46-1822			
(1823)	0.14	230	R	To:	46-1820	NA I	NA	1999
				From:	46-1812			
(1824)	0.22	70	R		40-1612	I NA	NA	1999
				To:	Cul-de-Sac			
				From:	US 460			
1825	0.12	210	R			NA	NA	1999
				To:	46-1814			
sle of Wight County				From:	Dead End/			
1829	0.13	NA		<u> </u>		NA	NA	
				To:	46-00603(B)/46-01806(U)/			
$\bigcirc$				From:	46-638			
(1830)	0.33	60	R	To:	0.11.6	NA I	NA	1999
				From:	Cul-de-Sac			
1025	0.65	NA			US 258	NA NA	NA	
1835	0.00			To:	46-1838	107		
				From:	46-1835			
1836)	0.10	NA				NA	NA	
				To:	Cul-de-Sac			
$\bigcirc$	0.47	NA		From:	46-1838	NIA	NIA	
1837	0.17	NA		To:	46-1835	NA I	NA	
				From:	46-1837			
(1838)	0.10	NA			40-1637	NA	NA	
				To:	46-1835			
<u> </u>				From:	Cul-de-Sac			
(1840)	0.13	90	R	т	15.500	NA	NA	1999
				To: From:	46-603			
(1845)	0.21	130	R	From:	Cul-de-Sac	NA NA	NA (	02/20/2002
(1845)	0.21	130		To:	46-603	IN/A	14/1	J2/20/2002
				From:	46-600; 61-600			
1900	0.50	100	R			NA	NA	1999
				To:	Cul-de-Sac			
$\bigcirc$	2.12		_	From:	Dead End			1000
(1901)	0.10	90	R			NA	NA	1999
$\bigcap$	0.00	240		From:	46-1902	NA	NIA	1999
(1901)	0.22	210	R	To:	46-1903	NA	NA	1999
				From:	Dead End			
(1902)	0.04	48	R		Doud Linu	NA	NA	1999
$\bigcup$				To:	46-1904			
(1902)	0.06	50	R	From:		NA	NA	1999
$\bigcup$				To:	46-1901			
$\bigcirc$				From:	Dead End			
(1903)	0.07	47	R			NA	NA	1999
				To: From:	46-1904			
1903)	0.07	160	R	Te	46 1001	NA	NA	1999
				To:	46-1901			

					isie or wight Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K Factor	QK Dir r Factor	AAWDT QW	Year
Isle of Wight County				From:	46-1901				
1903)	0.03	350	R	<u> </u>	40-1701	NA		NA	1999
				To: From:	46-661 Cedar Grove Rd				
1903	0.50	160	R			NA		NA	1999
				To:	Cul-de-Sac				
1004	0.19	100	R	From:	46-1902	l NA		NA	1999
1904)	0.10			To:	46-1903				1000
				From:	Cul-de-Sac				
1905)	0.18	130	R			NA		NA	1999
				To: From:	46-661 Cedar Grove Rd 46-1903				
1906)	0.11	120	R		40-1903	l NA		NA	1999
1999				To:	Cul-de-Sac				
				From:	46-661 Cedar Grove Rd				
1907	0.09	100	R	To:	Cal de See	NA I		NA	1999
				To: From:	Cul-de-Sac				
1909	0.19	120	R		US 17	l NA		NA	02/20/20
				To:	Cul-de-Sac				
$\sim$				From:	US 17				
1910	0.45	120	R	To:	110 17	NA I		NA	1999
				From:	US 17 46-00661(B)/				
1911)	0.17	NA			40-00001(B)/	NA		NA	
				To:	Cul-de-Sac/				
$\overline{}$				From:	46-00661(B)/				
1912	0.17	NA		To:	Cul-de-Sac/	NA I		NA	
				From:	46-00661(B)/				
1913)	0.21	NA			10 00001(D)	NA		NA	
				To:	46-01912(B)/				
$\bigcirc$	2.22		_	From:	46-662				1000
1915)	0.09	70	R	To:	Cul-de-Sac	NA	NA	1999	
				From:	46-662				
1916)	0.05	47	R			NA		NA	1999
				To:	Cul-de-Sac				
$\bigcirc$	0.10	140	Б	From:	46-662	NIA.		NA	1999
1917)	0.10	110	R	To:	Cul-de-Sac	NA 		NA	1999
				From:	46-662				
1918)	0.10	380	R			NA		NA	1999
				To: From:	46-1919				
1918	0.13	390	R			NA		NA	1999
_				From:	46-1921				
1918	0.05	360	R			NA		NA	1999
	0.40	200		From:	46-1922	A I A		NIA	4000
1918	0.10	360	R	_		NA		NA	1999
	0.08	230	R	From:	46-1923	NA		NA	1999
1918	0.08	230	ĸ	T	161001	INA I		INA	1999
1018	0.22	190	R	From:	46-1924	NA		NA	1999
1918)	V.ZZ			To	Cul-de-Sac				

					Isle of Wight Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K I Factor	QK Dir AAWDT QW	Year
sle of Wight County				From:	46-1918	1		
1919)	0.05	40	R			NA	NA	1999
				To:	Cul-de-Sac			
$\widehat{}$	0.04			From:	46-662	]	NA	1000
1920	0.04	10	R	To:	Cul-de-Sac	NA T	NA	1999
				From:				
1024	0.11	230	R		46-1918	J NA	NA	1999
1921)	0.11			To:	46.662	٦		1000
1921)	0.14	190	R	From:	46-662	NA	NA	1999
921)	0.14	100		To:	Cul-de-Sac	7	107	1000
				From:	46-1918	Ī		
922	0.09	50	R	<u> </u>		NA NA	NA	1999
				To:	Cul-de-Sac	]		
				From:	46-1918			
923)	0.10	70	R			NA	NA	1999
				To:	Cul-de-Sac			
				From:	Cul-de-Sac			,
1924	0.03	70	R			NA NA	NA	1999
				To:	46-1918			
$\widehat{}$				From:	Cul-de-Sac	J		
927)	0.10	120	R			NA	NA	1999
				From:	46-1928	]		
927)	0.06	270	R			NA	NA	1999
				To:	46-1929			
	0.00	450	_	From:	46-1927	]		400
1928	0.06	150	R	To:	Cul 4- 6	NA T	NA	1999
				From:	Cul-de-Sac	<u> </u>		
	0.10	180	R	FIOIII.	US 258	J NA	NA	1999
1929	0.10	100	K	To:	Cul-de-Sac	7	INA	1998
				From:	US 258	I		
1930)	0.12	100	R	<u> </u>	US 236	NA NA	NA	1999
1990)	•			To:	Dead End	1		
				From:	US 258			
1931)	0.25	130	R			NA	NA	1999
				To:	Dead End			
				From:	Cul-de-Sac			
1935	0.52	470	R			NA	NA	1999
				To:	46-661 Cedar Grove Rd			
				From:	46-1935			
1936)	0.23	240	R			NA	NA	1999
				To:	46-1935			
			_	From:	46-1936	J		
937	0.06	30	R	To	Cyl do S	NA T	NA	1999
					Cul-de-Sac	<u> </u>		
	0.05	60	R	From:	46-1935		NA	1999
938)	0.03	00	ĸ	To:	Cul-de-Sac	7	IVA	1998
				From:		l		
1939	0.07	70	R	····L	Cul-de-Sac	J NA	NA	1999
1909	0.07	, ,	11	To:	46-1935	]	INC	1998
				From:	US 17	Ī		
1943	0.24	20	R	<u> </u>	001/	NA NA	NA	1999
				To:	46-1944	1		

					Isle of Wight Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT QW	V Year
Isle of Wight County				From:	46-1944				
(1943)	0.06	30	R	_		NA		NA	1999
				To:	Cul-de-Sac				
$\bigcirc$	0.40	20		From:	Cul-de-Sac	NIA		NIA	1000
1944	0.10	30	R	To:	46-1943	NA		NA	1999
				From:	46-661 Cedar Grove Rd				
1945)	0.36	140	R		10 001 Cedia Grove Ru	NA		NA	1999
				To:	Cul-de-Sac				
				From:	46-1943 WEST				
1946	0.53	210	R	. —		NA		NA	02/22/200
				To:	46-1943 EAST				
	0.00	420	R	From:	46-1946 SOUTH	NIA		NIA	02/22/200
1947)	0.09	130	ĸ	To:	46-1946 NORTH	NA		NA	02/22/200
				From:	Cul-de-Sac				
1948	0.11	90	R	<u> </u>	Cui-qc-3ac	NA		NA	02/22/200
1040				To:	46-1947				
				From:	Cul-de-Sac				
1949	0.05	70	R	_		NA		NA	02/22/200
				To-	46-1946				
$\bigcirc$				From:	Cul-de-Sac				20/20/202
1950	0.29	200	R	To:	ACCCI Codes Course Dd	NA		NA	02/20/200
				From:	46-661 Cedar Grove Rd				
	0.42	240	R	From.	Cul-de-Sac	NA		NA	02/20/200
951)	0.42	240	1	Tn-	46-1950	14/-1		IVA	02/20/200
				From:	46-1951				
1952	0.10	40	R			NA		NA	1999
				To:	46-1950				
				From:	46-00661(B)/				
1953	0.18	NA				NA		NA	
				To:	Dead End/				
	0.07	NA		From:	46-01953(B)/	NA		NA	
1954	0.07	INA		To:	Cul-de-Sac/	INA		INA	
				From:	46-01953(B)/				
1955)	0.13	NA		<u> </u>	40-01 <i>753</i> (B)/	NA		NA	
				To:	Cul-de-Sac/				
				From:	Cul-de-Sac/				
1956)	0.03	NA				NA		NA	
				To:	46-01953(B)/				
$\bigcirc$	2.12		_	From:	46-1961				1000
1960)	0.12	30	R	To:	US 17	NA		NA	1999
				From:					
(1061)	0.06	10	R	r rodi.	Cul-de-Sac	NA		NA	1999
1961)				To	47,1072				
1061	0.26	30	R	From:	46-1963	NA		NA	1999
1961	0.20	-		т	46 1062	11/7		. 47 \	1000
4004	0.05	20	R	From:	46-1962	NA		NA	1999
1961	0.03	20	11	To:	46-1960	11/7		ING	1000
				From:	Cul-de-Sac				
(1962)	0.07	30	R		Ju. de Jue	NA		NA	1999
				To:	46-1961				

					isie or wight Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K QK Dir Factor Factor	AAWDT QW	Year
sle of Wight County				From:	46-1961			
1963	0.12	30	R	<u> </u>	40-1701	NA	NA	1999
<u> </u>				To: From:	46-1964			
1963)	0.06	20	R			NA	NA	1999
				To	Dead End			
	0.44	40	_	From:	46-1963	N/A	NIA	4000
1964	0.14	40	R	To	Cul-de-Sac	NA I	NA	1999
				From:	46-1962; 46-1961			
1965	0.05	170	R	<u> </u>	10 1902, 10 1901	NA NA	NA	02/22/20
				To:	Dead End			
$\overline{}$				From:	46-686			
2001)	0.60	210	R	To	46 2002	NA I	NA	1999
				From:	46-2002			
2000	0.36	180	R	FIOIII.	46-2001	NA NA	NA	1999
2002	0.00			To:	Dead End		10.0	1000
				From:	Cul-de-Sac			
2011)	0.10	47	R			NA	NA	1999
				To:	46-2015			
2011)	0.07	110	R			NA	NA	1999
				To: From:	46-2014			
2011)	0.06	270	R			NA	NA	1999
				To: From:	46-2012			
2011)	0.10	460	R			NA	NA	1999
				To:	SR 10			
2012	0.04	180	R	From:	Cul-de-Sac	NA	NA	1999
	0.04	100	K	To:	46-2011	INA 	INA	1999
				From:	Cul-de-Sac			
2013)	0.26	240	R	li	0.0.00	NA	NA	1999
				To:	SR 10			
$\overline{}$				From:	Cul-de-Sac			
2014)	0.04	130	R	T	46 2011	NA	NA	1999
				To: From:	46-2011			
	0.04	120	R	From:	Cul-de-Sac	NA NA	NA	1999
2015)	0.04	120		To:	46-2011	107	10/1	1000
				From:	Cul-de-Sac		<u> </u>	
2025	0.25	100	R			NA	NA	1999
				To:	46-665			
$\cap$	0.07	E70	_	From:	Dead End	N1A	NIA.	4000
2026)	0.27	570	R	To	46-665	NA I	NA	1999
				From:	46-669			
2030	0.31	110	R	<u> </u>	<del>10-00</del> 7	NA	NA	1999
				To:	Cul-de-Sac			
				From:	Cul-de-Sac			
2031)	0.07	70	R			NA	NA	1999
				To:	46-2030			
	0.40	400	В	From:	Hardy Elementary School	NIA	NIA	1000
9203	0.10	190	R	To:	SR 10 BUS	NA I	NA	1999
				From:	Smithfield High School			
9204)	0.31	450	R		Simumeta High School	NA NA	NA	1999
ζ )				To:	46-644			

					1010 (	or vvigint ividin	.c. 100 7 ti	cu							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			()()	K Factor	QK	Dir Factor	AAWDT	QW	Year
Isle of Wight County				From:											
(9206)	0.15	390	R	110		Windsor Element	ary School			NA			NA		1999
				To:		US 258	}								
$\overline{}$				From:	(	Carrsville Elemen	tary School								
9207	0.08	170	R	To:		US 58 BU	IC			NA			NA		1999
Town of Windsor						US 36 BC	<u> </u>								
10wii of Willusor				From:		Windsor High	School								
(9208)	0.10	390	R	To:		46.600			Ì	NA			NA		1999
				10.		46-603									
Isle of Wight County				From:		Windsor Element	ary School								
9247	0.32	330	R							NA			NA		02/22/2002
				To:		US 258									
	0.13	450	R	From:		SR 10				NA			NA		02/05/2002
600	0.13	450	K	To:		(1.100/			Ī	INA			INA		02/03/2002
600	0.07	460	R	From:		61-1900	)			NA			NA		02/05/2002
600	0.01			To		Isle of Wight Co	unty I ine			10.					02/00/2002
600	0.90	420	R	From:		isic of wight co	unty Eme			NA			NA		02/05/2002
				To:		61-604									
Town of Smithfield						16: 0									
631) Cary St	0.91	2000	G	97%	0%	3% 0%		0%	С	0.101	F	0.704	2000	G	2003
(631) Cary St	0.01			To:	0,0	Smithfield Cor		070		0.101		0.701	2000		2000
				From:		Smithfield Cor	p Limits								
Great Springs Rd	0.22	1300	G	95%	2%	3% 0%		0%	С	0.102	F	0.599	1400	G	2003
				To:		Main S									
643) Battery Park Rd	0.37	9300	G	From: 96%	1%	South Chur 2% 19		0%	С	0.099	F	0.548	9300	G	2003
643 Battery Park Rd	0.01	3300	J	To:	170	Smithfield Cor		070		0.000	•	0.540	3300	J	2000
				From:		Church S	St								
Berry Hill Rd		4100	G	_					·	0.090	F		4400	G	2003
				To:		Smithfield Cor									
Cedar St		1700	G	From:		Underwoo	d St			0.113	F		1900	G	2003
Octai Ot		1700	J	To:		Main S	t			0.110	•		1500	J	2000
				From:		Red Point									
Lumar Rd		2000	G						· 1	0.098	F		2200	G	2003
				To:		Moonfield									
Moonfield Dr		2000	G	From:		Lumar R	.d			0.124	F		2200	G	2003
Woormeid Di		2000	G	To:		Cul-de-S	ac			0.124			2200	G	2003
				From:		Church S									
Red Point Dr		350	G					i i		0.122	F		370	G	2003
				To:		Lumar R									
Didasland Dr		220	_	From:		Jefferson	Dr			0.400	_		240	_	2002
Ridgeland Dr		220	G	To:		Pegan R	.d		1	0.108	F		240	G	2003
				From:		Cedar S									
Underwood St		1800	G	_						0.117	F		2000	G	2003
				To:		Main S	t								
Weiii		050	_	From:		Lumar R	.d			0.440	_		700	^	0000
Wainwright Dr		650	G	To:		Jefferson	Dr			0.113	۲		700	G	2003
						3011013011	<i>D</i> 1								